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THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ MAY 26 2022 ■ EVERY THURSDAY ■ £4.99 ■ FORMERLY MOTORING NEWS



We trace the heritage and history of one of Britain's powerhouses in our 19-page special



Finn upstages legends Loeb and Ogier in Portugal with a third consecutive triumph

ROVANPERA'S REIGN EXTENSION LEAVES EVANS REELING



Elfyn Evans was beaten to win by his team-mate

By Graham Lister

Elfyn Evans was back on the podium in the World Rally Championship in Portugal last weekend but is facing a losing battle in his bid to avoid suffering WRC title heartache for the third season running.

His Toyota team-mate Kalle Rovanpera is now 70 points clear of the Welshman in the WRC rankings after he notched up his third victory in as many starts.

Evans had led up until the closing stages of leg two but had no answer to Rovanpera's pace on the final day and settled for second.

"Kalle was very strong and his speed allowed him to win," said Evans, who is 12 years Rovanpera's senior.

WRC legends Sebastian Loeb and Sebastien Ogier were making their second starts of the season for M-Sport Ford and Toyota respectively but neither went the distance although they both took stage wins with Loeb leading for a time on day one.

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Rovanpera tops the WRC points table

REPORT

MAX TAKES SPANISH GRAND PRIX GLORY

Red Bull man sweeps to
Formula 1 title lead **p4**



REPORT

EDWARDS ON TOP ON WELSH STAGES

Fiat man keeps up the
winning habit **p38**



THE VOICE OF BRITISH MOTORSPORT
**MOTORSPORT
NEWS**





ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **£495.80** £594.96

SPARES

Spare side gears, 18 tooth each **£32.50** £39.00
Motorsport plate kit **£83.90** £100.68
Wavy plate each **£16.30** £19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1 **£251.80** £302.16

Atlas axle casing, thick tube, double pinned & breather
Pig's head only

£198.60 £238.32
£165.00 £198.00

Axle end stubs, R/H & L/H thread
Axle locking rings, R/H & L/H thread
Locking ring adjustment tool
Caliper mount brackets, suit AP

pair **£49.90** £59.88
pair **£21.90** £26.28
£25.50 £30.60
pair **£29.50** £35.40

Fully-floating axle kit
£328.60 £394.38

Fully floating hub assembly without shafts
Fully floating axle kit, inc. (2) F/F Hub assemblies plus (2) '4340' halfshafts, 18 tooth (choice of length)
Flange to suit F/F hub kit

pair **£218.60** £262.32
£328.60 £394.38
£49.50 £59.40

SPARES

Studs each **£5.90** £7.08
Seal pack pack **£13.90** £16.68
Bearing, top quality each **£38.90** £46.68
770mm '4340' halfshaft, 18 tooth each **£77.50** £93.00
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All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs
FBL 002 disc bells

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each **£51.00** £61.20
each **£59.50** £71.40

Halfshaft flange, not F/F, suit std. axle

ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps)
Available 18 tooth (mats with semi-floating conversion kit)
Available 22 tooth (mats with std. halfshaft)
Spare plate kit
Spare side gears, 18 or 22 tooth (please state)
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3
Spare side bearing, top quality
Crush washer
Crown wheel bearing
Pinion bearing
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth
English axle weld-on brace ring
Special 10mm axle brace, English axle
SPARES
Semi-floating hub assembly (less bearing)
Bearing '4340'
Halfshaft, suit semi-floating kit
Flange, not semi-floating, suit std. axle
Flange, Group 1 type
Brake disc, 265 x 10

£395.80 £474.96
£395.80 £474.96
£39.50 £47.40
£32.50 £39.00
£231.50 £277.80
£19.90 £23.88
£5.90 £7.08
£9.90 £11.88
£14.90 £17.88

each **£144.40** £173.28
£48.90 £59.76
£77.50 £93.00
£39.50 £47.40
£59.50 £71.40
each **£34.50** £41.40

HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline **£324.00** £388.80
Atlas axle, 16 spline **£354.00** £424.80
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans) **£399.00** £478.80
Sierra 7", Caterham **£399.00** £478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box) **£399.00** £478.80
Mazda MX5 (94-05) **£399.00** £478.80

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M10 ally 'Pro' gearknob **£14.90** £17.88
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Wilwood brakes kits from
£299.51 £359.41

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper
Wilwood brakes kit, 247x20, Midlite caliper
Wilwood brakes kit, 285x21, Midlite caliper
Balance bar pedal box, cable clutch
Balance bar pedal box, hydraulic clutch
RMD master cylinders
Wilwood master cylinders
Wilwood proportioning valve, knob
Wilwood proportioning valve, lever
Blackline 'swaged' stainless brake lines, 3-line
Classic Ford wheels

£299.51 £359.41
£468.49 £562.19
£571.40 £685.68
£189.50 £227.40
£215.00 £258.00
from **£21.50** £25.80
from **£29.50** £35.40
£42.50 £51.00
£57.50 £69.00
£29.74 £35.69
£69.00 £82.80
£76.00 £91.20
£87.50 £105.00
£99.00 £118.80

Classic Ford wheels from
£69.00 £82.80

Poly 'bump stops, top axle mounting
Escort 11/1300 front springs, 145-220lbs
Escort RS front springs, 145-220lbs
1.9" & 2.25" coil springs, 20,000 in stock!
Adjustable spring seat kit
Helper spring adaptor, 2.25"-2.25"
Gaz, adjustable front shocks
Gaz, adjustable (3-way) front shocks
Gaz, adjustable rate rear shocks
Quick steering racks

pair **£8.12** £9.75
pair **£33.80** £40.56
pair **£33.80** £40.56
from **£15.90** £19.08
£24.50 £29.40
£10.50 £12.60
£67.60 £81.12
£299.50 £359.40
£65.00 £78.00
RH 2:9 ratio **£119.50** £143.40
RH 2:4 ratio **£139.50** £167.40
LH 2:4 ratio **£149.50** £179.40

H/duty quick steering racks

RH 2:4 ratio **£174.50** £209.40
RH 2:2 ratio **£204.50** £245.40
LH 2:4 ratio **£184.50** £225.40
LH 2:2 ratio **£214.50** £257.40

OEM style steering rack mounts
Roller bearing top mount - spherical bearing
Roller bearing top mount - roller bearing
Roller bearing plastic dust covers
Spherical bearing race type top mounts

pair **£16.80** £20.16
each **£49.50** £59.40
each **£49.50** £59.40
pair **£9.50** £11.40
pair **£49.60** £59.52

TCA's 'Pattern' style

TCA's 'OEM' style
TCA bush insertion tool
Twin cam anti-roll bar
Anti-dive kit
World cup X-member
World cup mounts
RS2000 track rod ends
Group 4 style all steel U/J coupling
4-link kit
Heavy duty 4-link kit
Group 4 round turret kit
Mk1 spring shackles
Mk2 spring shackles
OEM Escort RS struts
Group 4 spec. front RS struts
Escort RS stub axles
RS steering arms
Heavy duty steering arms, gusseted
Quick fit steering arm kit
Ally hubs - standard or Group 4
Stub axle hardware kit
Watts linkage kit
Taper leaf springs, 146lb rate
Ally tube strut brace, round tube
Work style 60mm oval tube strut brace
Rear lamp protectors
Chassis mounted sump guard, wet sump
Kaylan mudflaps, 4mm (500x300)
Body jacking kit
Ford hub nut socket, 3/4"D, 65mm

pair **£36.50** £43.80
pair **£63.50** £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

OEM TCA's
£63.50
£76.20



Mk2 Front Wing
£72.10
£86.52

Mk1 Mexico front wing, LH or RH each **£265.22** £318.27
Mk2 front wing, LH or RH, std. each **£72.10** £86.52
Mk2 front wing, LH or RH, RS2000 each **£175.00** £210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk



X-Flow ally radiator
£179.60 £215.52

X-Flow ally radiator **£179.60** £215.52
RS2000 (Pinto) ally radiator **£179.60** £215.52
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Lockable fuel filler cap assembly **£49.50** £59.40

Silicone hose kit, Mexico or RS2000 (available blue, black or red)
£62.34 £74.81



WCP Interrupter pump
£29.00 £34.80

WCP interrupter fuel pump **£29.00** £34.80
WCP solid state fuel pump **£19.00** £22.80
WCP injection fuel pump **£32.19** £38.63
Bonnet pin kits, stainless **£5.00** £6.00
Bonnet pin kits, alloy **£7.00** £8.40
Aerocatch **£31.00** £37.20
Avanti map light **£19.50** £23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite **£29.60** £35.52
Roll cage padding, 3ft, B1 fire rating **£6.00** £7.20



M16 Calipers from
£89.00 £106.80

M16 calipers to fit standard discs, pair **£89.00** £106.80
M16 calipers to fit vented discs (no spacers needed), pair **£98.50** £118.20
M16 caliper, shouldered bolts, set of 4 **£10.99** £13.19
Group 1 vented discs (247x20), pair **£39.00** £46.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit **£159.80** £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber) **£69.50** £83.40
Escort Mk2 front laminated screen (incl. rubber) **£69.50** £83.40
Escort Mk1 front heated laminated screen (incl. rubber) **£198.60** £238.32
Escort Mk2 front heated laminated screen (incl. rubber) **£198.60** £238.32
Escort Mk1 front screen rubber **£24.92** £29.90
Escort Mk1 rear screen rubber **£23.92** £28.70
Escort Mk2 front screen rubber **£29.08** £34.90
Escort Mk2 rear screen rubber **£29.08** £34.90
Laser windscreen chip repair kit **£13.90** £16.68
14" or 17" rear view mirror **£14.90** £17.88

Escort Mk2 Rubber Parts

Bonnet bump stop pair **£6.20** £7.44
Bonnet rail bump stop, set of 4 **£10.90** £13.08
Bonnet bump stop, centre-rear **£5.10** £6.12
Wiring loom bulkhead grommet **£6.90** £8.28
Bonnet release cable grommet **£5.20** £6.24
Steering column bulkhead grommet **£7.20** £8.64
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Spedo cable bulkhead grommet **£5.20** £6.24
Throttle pedal pad **£5.20** £6.24
Brake and clutch pedal pads pair **£8.00** £9.60
Shock absorber top caps pair **£13.90** £16.68
Rear bumper side plugs, set of 4 **£9.90** £11.88
Oil line bulkhead grommet **£5.10** £6.12
Brake servo rod bellows **£5.20** £6.24

COMMENT

Photos: Motorsport Images, mcklein-imagedatabase.com, Richard Styles



Mercedes man George Russell worked hard for his podium finish in Barcelona

GEORGE SHOWS HIS ABILITY

It has been hard not to feel a bit of sympathy for George Russell this season. Finally, after plugging away in an uncompetitive Williams, his promotion to the top table this season should, by rights, have put him in the hunt for race wins.

However, given Merc's difficulty in getting a handle on the new-spec F1 cars this term, it has been something of a thankless task to drive one of the Brackley-built machines. He has, though, kept his head down and outperformed Lewis Hamilton.

But it was his drive in Barcelona last weekend that really opened people's eyes to his latent ability. His car did not have the pace of either the Ferraris or the Red Bulls, but his car positioning and his defensive driving in Spain was something to behold. He was ultimately rewarded with a podium and is fourth in the drivers' points table. Mercedes believes it has now got on top of the chassis too, which can only be good news for both men at the controls. There is plenty to look forward to for the pair.

Sergio Perez might not reflect on the Spanish Grand Prix with such fondness, given the Red Bull team's requirement for him to hand over what looked like it would be a win to his team-mate Max Verstappen. Team orders are roundly condemned, but they have always existed in motorsport and there is nothing that can be done to stamp them out. It is just a fact of life.

Another young man in a hurry is Toyota Gazoo Racing star Kalle Rovanpera. At only 21 years old, he is looking like he has been performing at the very front of the World Rally Championship for decades. The WRC is a category where the acknowledged wisdom is that it takes years to fully master all the events. Rovanpera has put that firmly to bed with three wins on the bounce in some very different types of events too. He will be rewriting the record books at the end of the season if he can maintain his current hot streak.

In this issue of Motorsport News, we take a special look at the history and heritage of one of Britain's most beloved marques, Jaguar. There is something stirring about the Big Cats whenever they take to the race circuits, and they have already etched their way into the heart of British fans. We hope you enjoy our extensive look at Jag's achievements, and also enjoy the lengthy question-and-answer article with one of Jaguar's finest ever exponents, Win Percy. Paul Lawrence puts the questions to the West Countryman, who is one of the real gentlemen of motorsport and he tackles each question with his usual insight.

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Verstappen leads a 1-2 for the British-based team

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JAGUAR SPECIAL

We look back on the biggest successes of the Big Cats



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Toyota to the fore on Rally Portuga

Rovanpera leads a top-two lockout for the Japanese firm on Portuguese event

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KEEPING IT REAL: All the club racing reports

FORMULA 1 REPORT: SPAIN

Photos: Motorsport Images, Red Bull Content Pool



Red Bull man tops the table



Max Verstappen knows he was fortunate to claim Spanish victory

RED BULL ORDERS UP A WIN FOR VERSTAPPEN

Team orders reared their head as Barcelona sweltered for F1. By **James Roberts**



Perez was asked to move aside to let team-mate ahead

F1 RESULTS

Miami Grand Prix Laps: 66
Track: Circuit de Catalunya

	DRIVER	TEAM/CAR	TIME
1	Max Verstappen	Red Bull	1h37m20.475s
2	Sergio Perez	Red Bull	+13.072s
3	George Russell	Mercedes	+32.927s
4	Carlos Sainz	Ferrari	+45.208s
5	Lewis Hamilton	Mercedes	+54.534s
6	Valtteri Bottas	Alfa Romeo-Ferrari	+59.976s
7	Esteban Ocon	Alpine-Renault	+1m15.397s
8	Lando Norris	McLaren-Mercedes	+1m23.235s
9	Fernando Alonso	Alpine-Renault	-1lap
10	Yuki Tsunoda	AlphaTauri	-1lap

11 Sebastian Vettel (Aston Martin-Mercedes) -1lap; 12 Daniel Ricciardo (McLaren-Mercedes) -1lap; 13 Pierre Gasly (AlphaTauri) -1lap; 14 Mick Schumacher (Haas-Ferrari) -1lap; 15 Lance Stroll (Aston Martin-Mercedes) -1lap; 16 Nicholas Latifi (Williams-Mercedes) -2laps; 17 Kevin Magnussen (Haas-Ferrari) -2laps; 18 Alexander Albon (Williams-Mercedes) -2laps; 19 Zhou Guanyu (Alfa Romeo-Ferrari) 28laps/engine; 20 Charles Leclerc (Ferrari) 27laps/engine.
Drivers' Championship: 1 Verstappen 110; 2 Leclerc 104; 3 Perez 85; 4 Russell 74; 5 Sainz 65; 6 Hamilton 46. **Constructors' Championship:** 1 Red Bull 195; 2 Ferrari 169; 3 Mercedes 120; 4 McLaren 50; 5 Alfa Romeo 39; 6 Alpine 34.



George Russell was a podium star for Mercedes-Benz

Six years after he scored his first win in F1, Max Verstappen claimed the 24th victory of his career in Spain last Sunday. He needed to keep a cool head on a day when temperatures in Barcelona exceeded a scorching 37 degrees. The relentless Catalan heat caused the track to reach nearly 50 degrees and that necessitated multiple pitstops as drivers nursed their tyres, brakes and engines throughout punishing 66 laps.

Verstappen's victory was aided by reliability trouble for Charles Leclerc. After beating the Dutchman away from pole, the Ferrari driver pulled out a comfortable lead and his afternoon was aided when Verstappen made a mistake at Turn 4 and slid wide through the gravel trap on lap nine.

When it came to the first round of pitstops, Leclerc enjoyed such a margin out front, he was able to stop for fresh rubber and not lose his place at the head of the field. Then halfway around lap 27, Leclerc suddenly slowed. An issue with his Ferrari power unit forced him into the pits to retire.

The new leader of the race was George Russell. The Mercedes driver put up a sterling battle to keep Verstappen behind him. For lap after lap Max tried to find a way past, but was thwarted by both Russell's staunch defence and intermittent issues with the DRS flap on his Red Bull. On lap 24, Verstappen dived to the inside at Turn 1, but Russell brilliant reclaimed the position back rounding Turn 3. On the team radio, Max was clearly getting more agitated.

"The first 30 laps were very frustrating for me," said Verstappen. "When I went off at Turn 4, it really caught me by surprise as it was very gusty out there today. One lap it was stable and the next lap I had more oversteer."

"Then when I was attacking George my DRS stopped working," added Verstappen. "I'm not stupid. Once you get the light and the activation beep, you press the paddle and if the DRS doesn't open, there's clearly an issue. I spammed it 50 times at one point on the straight and it just wasn't opening."

Red Bull decided the best option was to switch Verstappen to a three-stop strategy, so he was able to set a blistering pace in clear air on fresh tyres. The only thing keeping him from victory was his team-mate and Sergio Perez dutifully let Verstappen through to take the win, but added publicly that he will be



An unforced error meant Carlos Sainz could only manage fourth place



Ferrari was forced to park and retire leader Charles Leclerc's machine

speaking to the team about the strategy.

Russell took the final podium spot, one place ahead of Carlos Sainz – who once again made a mistake with a spin at Turn 4 on lap seven – and his team-mate Lewis Hamilton. It was a tough day for the seven-time champ, but he delivered a quality drive.

Hamilton was the only driver starting on the medium tyre and the opening lap was always going to be challenging surrounded by drivers on softs. As Hamilton was defending his position, Kevin Magnussen's Haas hit the side of the Mercedes around the outside of Turn 4. The Dane ran through the gravel while Hamilton sunk to the bottom of the field with a puncture.

Soon after pitting, the British driver suggested the team save the engine, but his engineer replied that points and even eighth place was possible. In a sign of Mercedes getting on top of its car performance, Hamilton actually managed to haul his car up to fourth, until cooling issues forced him to concede the place to Sainz in the closing stages.

The heat was affecting the cars and the drivers too. Lando Norris had been unwell

over the weekend, suffering with tonsillitis, and missed a number of engineering meetings. He struggled in the race but put in a gritty performance to claim eighth place at the flag. Immediately afterwards he went to see the McLaren doctor and will be hoping he'll be on the mend in time for Monaco this coming weekend.

After the race Russell summed up what a tough race it was for everyone as they were nursing their machines in the heatwave that swept across Spain last weekend.

"I was battling Max, managing tyres, the engine was overheating," he said, "You're juggling so many things, then in the last five or six laps it was just a case of bringing it home. We were on the limit for the whole race. Nobody enjoys these challenging races with difficult temperatures."

For the 278,000 spectators who sat in the hot sunshine or overheated in their cars to and from the circuit, it was no doubt a challenge for them too. But with Mercedes returning to form and Max taking over the lead of the championship by six points, the fight for this championship is hotting up

RACING NEWS

RED BULL SAYS ASTON MARTIN HAS COPIED ITS RACE-WINNING DESIGN

Christian Horner thinks that the British team has nicked its philosophy with car upgrades



The Aston Martins were upgraded

Photo: Motorsport Images

By Matt James

The Red Bull team has accused Aston Martin of copying its car, although the sport's governors have cleared the machine for competition.

Aston Martin featured an extensive upgrade ahead of the race in Barcelona, but Red Bull's Christian Horner said the reworked machine showed a strong resemblance to its own car.

Aston Martin said the FIA had confirmed it was "legitimate independent work".

"Copying is the biggest form of flattery," Horner said. "It is quite a thing to instruct your team to come up with a very close-looking clone of our car and of course a few people have moved over the winter period, and what you can't control is what they take in their heads."

"But what would be of grave



Horner has his concerns

concern to us would be if any IP had in any way changed hands.

"That is where we rely on the FIA to do their job, they research, they have all the access and we will be relying on them heavily to ensure that no Red Bull IP has found its way into that car."

The FIA didn't take any action over the matter and the two Aston Martins of Sebastian Vettel and Lance Stroll finished 11th and 15th respectively, both one lap down on winner Max Verstappen.

LECLERC POSITIVE DESPITE FERRARI FAILURE

Ferrari ace Charles Leclerc is remaining upbeat despite losing out on a near-certain win at the Spanish Grand Prix last weekend with a car failure on his Ferrari.

The Monaco-based driver was leading from pole position but his power unit failed after 27 laps

and he was forced to pull into the pits. His demise handed top spot to Dutchman Max Verstappen, who went on to claim the lead in the World championship as a result

Leclerc said: "Let's say that I feel better after this weekend than I felt after the last two

weekends. Of course, there is this issue we had on the car and I am very disappointed, but on the other hand there were plenty of positive signs other than that throughout the whole weekend.

"Our qualifying pace, the new package worked as expected which is not always a given,

and everything was working well. And our race pace and tyre management, which in the last two races we have been struggling quite a bit compared to Red Bull and today it was strong. So, in those situations, it is good to also look at the positives and there are plenty."



Leclerc can see the positives in Ferrari's speed in Spain

DRUGOVICH TAKES A FORMULA 2 AFTER HARD-FOUGHT SPANISH FIGHT

Brazilian driver Felipe Drugovich took a dramatic double win in the Formula 2 events in Spain to move into a 26-point lead in the standings.

The MP Motorsport driver vaulted into the lead of the sprint race and was able to fend off Red Bull-backed Japanese race Ayumu Iwasa and Logan Sargeant to the flag. Drugovich undertook a very long opening stint in the feature race on Sunday morning and emerged from his pitstop with a commanding advantage over Jack Doohan and Frederick Vesti.

Theo Pourchaire, who was leading the table heading into the races in Catalunya, had a miserable weekend and could only manage a best of fifth place in race one.

The top British driver was Olli Caldwell, who bagged a 13th and a 14th position.



Drugovich took a win double



Hamilton shone on his way to fifth spot

WOLFF: MERCEDES IS BACK TO COMPETITIVE FORM

Mercedes boss Toto Wolff says Lewis Hamilton's charge from last to fifth in the Spanish Grand Prix means the team can approach the remainder of the campaign in an upbeat mood.

Mercedes brought a raft of upgrades to Barcelona and it appears it has cured the car's porpoising problems that had restricted its pace so far.

While Hamilton's team-mate George Russell finished a competitive third place in the Catalunya race,

Wolff says he was more encouraged by Hamilton's comeback following a puncture on lap one, which was caused by contact with Kevin Magnussen's Haas at Turn 4.

Wolff said: "That looked like a World championship-winning race car that [Lewis] was driving, and that would have not been possible in the previous races."

"That reminded me of last year and the years before,

when a car is really on the top of its game.

"Can we fight for a World championship? Well, we bet we can. But we just need to have a car that is able to finish first and second. And I think we have reasons to believe that we can get there."

Russell is fourth in the chase for this season's World championship, while Hamilton has moved up to sixth spot. Mercedes is third in the hunt for the constructors' championship.

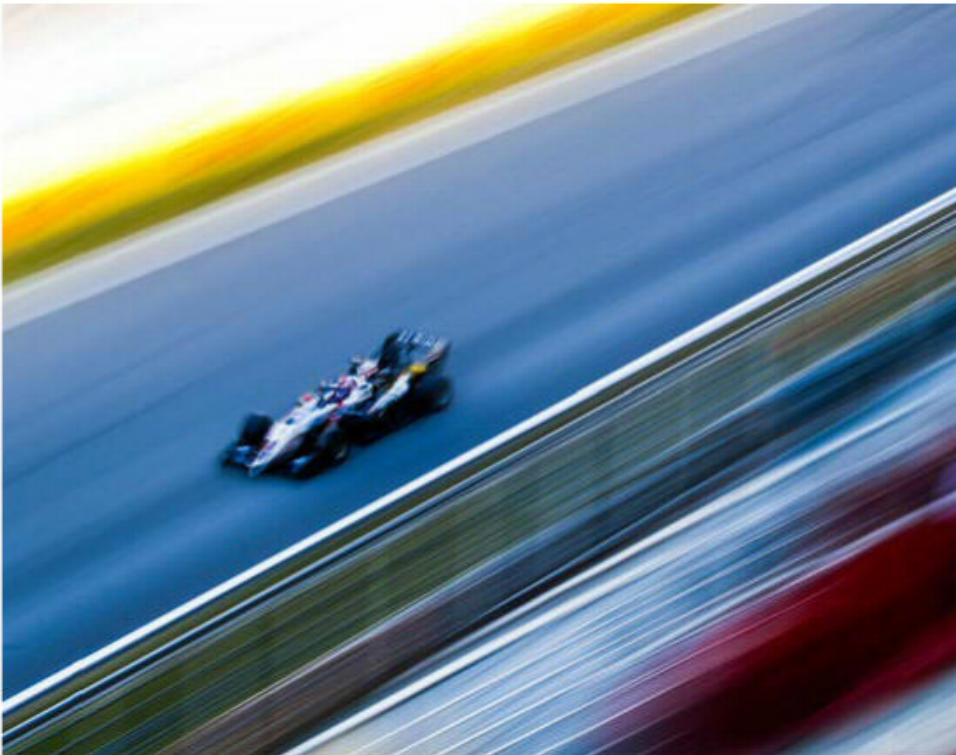
HONOURS EVEN IN FORMULA 3 RACES IN BARCELONA

ART Grand Prix driver Victor Martins moved into the lead of the Formula 3 standings by winning the feature race in Barcelona last weekend.

The French driver overtook Trident's Roman Stanek at the opening corner to claim the win in the second race. He headed home Stanek and Isack Hadjar. Martins had retired from the

weekend's opener, while British driver Ollie Bearman finished the race in fifth, the Prema Racing driver's second-best result of the season.

The first race was won by Spaniard David Vidales, who led home Jak Crawford and Caio Collet. Bearman recorded a 12th-placed finish and was the leading Briton.



Martins has taken top spot in the chase for Formula 3 title

RACING NEWS



Chadwick held on CHADWICK LEADS A BRITISH ROUT IN W SERIES

Jamie Chadwick led home a British 1-2-3 in the W Series race at Barcelona last weekend.

The two-time champion sprinted away from pole position and fended off race-long pressure from Alpine Academy driver Abbi Pulling. Alice Powell, who had qualified in second place, rounded out the top-three positions.

The victory marked Chadwick's fifth straight race victory in the category. The winner said: "It was all about managing the tyres and it got a bit nervy at the end as the back end of the car was getting a bit loose, but I just about managed it."

The W Series switched from its regular Alfa Romeo-powered cars to Toyota machines – which regularly feature in the Toyota Racing Series – for this weekend and it will use them again at the Japanese Grand Prix to help with transporting the freight around the world.

Chadwick, who won the opening two races in Miami at the start of May, leads the points table with 75, ahead of Pulling on 38.

ROSSITER DRAFTED INTO PEUGEOT HYPERCAR FOR WORLD ENDURANCE BID

British driver added to the line-up for 9X8's Monza WEC debut in July this season

Photos: Peugeot Sport, Motorsport Images

By Matt James

Peugeot has taken the wraps off its new 9X8 Hypercar that will join the World Endurance Championship from the fourth round of the series at Monza in the middle of July – and British racer James Rossiter has been added to the driver line-up.

Rossiter, 38, has previously raced in WEC with the ByKolles team and was Peugeot's reserve driver, but was promoted to the top table as Kevin Magnussen, who was originally scheduled to drive, joined the Haas F1 team for 2022.

Rossiter will join Paul di Resta, Jean-Eric Vergne. Loic Duval, Mikkel Jensen and Gustavo Menezes on the driving strength, although whether Rossiter's deal extends beyond the race in Italy is unclear.

The rear-wheel-drive 9X8 will be on show at Le Mans next month

before its race debut on July 10. It will then take part in the remaining rounds at Fuji and Bahrain. Peugeot will return to Le Mans in 2023.

The 9X8 is powered by a rear-mid-mounted, 2.6-litre twin-turbo V6 engine, which produces 671bhp. That is allied to a 286bhp electric motor mounted on the front axle.

Peugeot design director Matthias Hossan said: "Since the 9X8 is a Peugeot, the original sketch that steered our work portrayed a big cat ready to pounce – a stance that we have suggested by the slightly forward-tilting cockpit. The overall lines express the brand's styling cues, while its sleek, racy, elegant forms inspire emotion and dynamism."

Peugeot has taken three wins at Le Mans in its history, with its last coming in 2009 with the 908HDi FAP driven by David Brabham, Alex Wurz and Marc Gene.



The new 9X8 car is revealed



Lamborghini has been a major player in the GT3 arena

LAMBORGHINI TO STEP UP TO THE TOP SPORTSCAR CLASS IN 2024

Lamborghini will battle for outright honours at Le Mans when it joins the LMDh category in 2024.

The Italian car maker's motorsport arm, Squadra Corse, has confirmed that it will build a car to take on both the World Endurance Championship and the IMSA contest in the USA. It is expected that the firm will pass the cars on to privateer teams rather

than run the machines itself.

Although no details have yet been confirmed, it is thought that Lamborghini will tie up with Ligier to build the chassis. The firm will continue to be represented in GT3 and operate its Super Trofeo category.

Lamborghini chairman and CEO Stephan Winkelmann said: "This step up into the highest echelon of sportscar racing marks an important

milestone for our company.

We will be measuring ourselves against the very best, on the most demanding proving grounds.

"On one hand, this will give our successful motorsports programme even more visibility, but it will also allow us to test future technologies: our LMDh prototypes will become our most sophisticated open laboratory on four wheels."



Van der Linde was the form man in DTM

BMW OPENS ITS ACCOUNT WITH A DTM DOUBLE FOR VAN DER LINDE

Sheldon van der Linde took a brace of DRM wins at the Lausitzring last weekend to open BMW's account with its new M4.

The Schubert Motorsport driver overtook polesitter Lucas Auer at the start on the part-oval in race one to dominate the event by

fending off a fleet of Mercedes machines. Auer dropped to third after a botched pitstop, which left him trailing Luca Stolz

In race two van der Linde fended off pressure from Maro Engel's Mercedes, which closed in at the end and followed the South African over the line just 0.3s behind.

The winner said the extra weight on his car – a 25kg success penalty – had given him tyre concerns in race two. "It was a massive worry the whole race," he said. "I knew I had to try and manage the tyre but at the same time I had to keep the gap to Maro. It was really hard, especially at the end."

DIXON HEADS INDY QUALIFYING IN RECORD AVERAGE SPEED

Chip Ganassi Racing driver Scott Dixon will start this weekend's Indy 500 from pole position after setting a record-breaking pace at the Brickyard on Sunday.

The 2008 Indy 500 winner was the last driver to take to the track in the last part of qualifying and recorded an average speed of 234.046mph, which was

the second-fastest time ever clocked at the circuit.

He will be joined on the front row by team-mate Alex Palou and Dutch Ed Carpenter Racing driver Rinus VeeKay.

NASCAR legend Jimmie Johnson survived a big moment at Turn 1 to record his time, which put him in 12th spot.

INDY 500 LINE-UP

Lead group

NO.	DRIVER	TEAM	SPEED
1	Scott Dixon	Chip Ganassi Racing	234.046mph
2	Alex Palou	Chip Ganassi Racing	233.499mph
3	Rinus VeeKay	Ed Carpenter Racing	233.385mph
4	Ed Carpenter	Ed Carpenter Racing	233.080mph
5	Marcus Ericsson	Chip Ganassi Racing	232.764mph
6	Tony Kanaan	Chip Ganassi Racing	232.372mph

Second group

NO.	DRIVER	TEAM	SPEED
7	Pato O'Ward	Arrow McLaren SP	232.705mph
8	Felix Rosenqvist	Arrow McLaren SP	232.182mph
9	Romain Grosjean	Andretti Autosport	231.999mph
10	Takuma Sato	Dale Coyne Racing	231.670mph
11	Will Power	Team Penske	231.534mph
12	Jimmie Johnson	Chip Ganassi Racing	231.294mph



Dixon recorded an average of 234mph

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RACING NEWS

REACTION TO RAM RACING'S RESULT

RAM Racing bosses believe "fair and sporting competition" was upheld with its successful appeal of British GT's Oulton Park race two result, though the team's rivals were less happy.

ARAM statement said: "It was our opinion that the regulations do not have a provision for the [success penalty] handicap to be applied this way, and this was the basis of our appeal.

"We do regret that the appeal also affected the running of the following Silverstone 500. However, we believe in fair and sporting competition and the application of the regulations under the exceptional circumstances of the Oulton race was not consistent with fair and sporting competition in our eyes. We now consider this matter settled."

Martin Plowman, who lost Oulton's win as a result of RAM's appeal, said on Twitter: "The amendment doesn't change much. Besides [we] would rather sort things out on track rather than a court room." He added in regard to the championship's use of success time penalties: "it's probably a good time to rethink it for next year".

Meanwhile the Facebook account of RAM's rival Barwell Motorsport stated: "Very poor, a sad day for BGT! Desperate 'win at all costs' mentality! Nothing 'sporting' about it!"

RAM GETS BRITISH GT OULTON WIN AFTER APPEAL SUCCESS

Ian Loggie and Jules Gounon on table top after being declared Cheshire race winners

Photos: Jakob Ebrey, Rachel Bourne, GTWCE



Loggie and Gounon get back 'lost' Oulton victory



RAM denies Paddock duo

By Graham Keillor

RAM Racing pair Ian Loggie and Jules Gounon have been declared winners of the second race at last month's British GT Oulton Park season-opening double header after a successful appeal.

Loggie and Gounon's Mercedes finished first on the road but were classified fifth as the race's success penalties were added at the race's end after they could not be served

as usual in the pitstops due to a red flag during the pit window. Paddock McLaren duo Kelvin Fletcher and Martin Plowman, third home, were declared initial victors.

RAM challenged this on the grounds that the rules did not allow for success penalties to be applied in that way, and last week the national court upheld its appeal.

This means both the Oulton race two result and the subsequent Silverstone 500 result have changed. A

clarification was made to British GT's regulations between Oulton and Silverstone to allow success penalties to be added post-race if they cannot be served during pitstops, and it was announced in advance of Silverstone that its own success penalties would be applied once RAM's appeal was resolved.

The two GT4 race results similarly have been altered, with Richard Williams' and Sennan Fielding's Steller

Motorsport Audi now declared Oulton's race-two winner. Like the RAM Mercedes it finished first on the road at Oulton before being demoted.

The retrospective success penalties have only created one change to either GT3 or GT4's Silverstone race top three, with Steller's GT4 Audi dropping from second to third.

Loggie and Gounon now lead the GT3 table jointly with Balfe Audi pair Shaun Balfe and Adam Carroll.

STANDINGS		
British GT standings after three races		
GT3 - top 5		
POS	DRIVER/CO-DRIVER	PTS
1=	Shaun Balfe/Adam Carroll	43
1=	Ian Loggie/Jules Gounon	43
3	Adam Balon/Sandy Mitchell	39.5
4	Michael Igoe/Phil Keen	38
5	Alex Malykhin/James Dorlin	33
GT4 - top 5		
POS	DRIVER/CO-DRIVER	PTS
1	Richard Williams/Sennan Fielding	72.5
2	Matt Topham/Darren Turner	65.5
3	Ross Wylie	50
4	Jack Brown/Will Burns	38
5	Josh Miller/Jamie Day	34

QUALIFYING KEY FOR ESTERSON

Formula Ford graduate and reigning Walter Hayes Trophy winner Max Esterson has pinpointed qualifying improvement as being behind his strong recent GB3 championship results at Silverstone.

After taking a best result of eighth in his GB3 debut Oulton Park meeting, the American Douglas Motorsport driver at

Silverstone earlier this month finished fourth in both non-reversed grid races.

Esterson told Motorsport News: "Just better qualifying [has made the difference]. More strategic with the tyre warm up and trying to put in a good lap instead of messing about. You really need a good qualifying or your weekend's kind of over

before it starts, it's a different skill set than Formula Ford. That's the hardest bit and I'm still learning, but getting closer."

Esterson also now has a notable sponsor in Red Bull: "It's great to have them, iconic brand, very cool. It's a big help funding my season this year. For now I'm just wearing a [branded] helmet and a hat, we'll see if it leads to more."

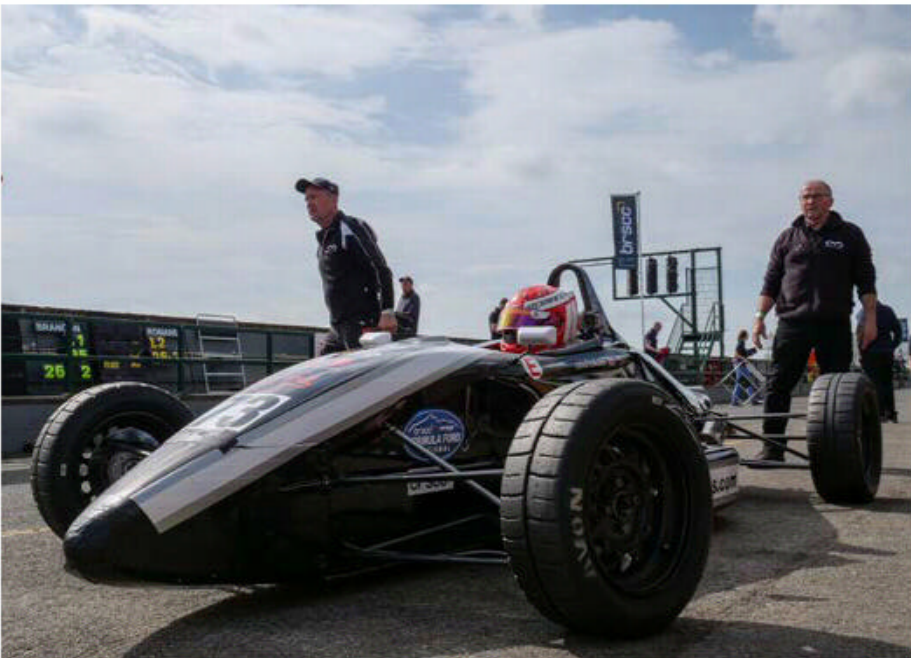


WHT winner is adapting



Rising GT3 star De Pauw has stepped in for Caroline CAROLINE OUT; DE PAUW IN AT RAM

RIVALS HELP ROMANEK RETURN AFTER ROLL



A collective effort let Romanek continue racing after roll

Formula Ford competitors came together to ensure frontrunner Lucas Romanek could complete Croft's National FF1600 triple header 10 days ago after a fiery race-one roll.

Oldfield Motorsport's Romanek had the spectacular accident late in the race battling for first with B-M Racing's Jamie Sharp. And it was followed by a heroic effort wherein rivals provided equipment to the driver and team to ensure Romanek could compete in the remaining two races the following day.

Romanek told Motorsport News: "There were a lot of people involved, from other

teams as well.

"I had to borrow Colin Queen's helmet, Brandon [McCaughan] my team-mate he had a spare HANS device. We had to use different belts. Literally everything was just burnt. It was hard to get used to [the new equipment].

"Johnny Cochran [from Team Dolan], he really helped us out, going from team to team just asking if they were willing to lend us anything. A lot of teams were."

Romanek, despite the unusual equipment, salvaged 14th and fifth from the remaining two races and got driver of the weekend award for his efforts.

Ulysse De Pauw will join RAM Racing's British GT championship line-up at Donington Park this weekend alongside John Ferguson after Jamie Caroline had a difference of opinion with the squad.

British GT4 champion Caroline and the RAM team, who paired up for the start of this campaign, have parted ways after a disagreeing over "how best to move forward with this year's programme".

Twenty-year-old De Pauw replaces Caroline alongside Ferguson, still as a Silver-Am duo, and the Belgian rising star is hopeful of staying until the end of the season, dovetailing

with European commitments.

De Pauw finished third in 2020's BRDC British Formula 3 standings and then in '21 switched to GT3 racing in GT World Challenge Europe and recently at Brands Hatch took his first Sprint Cup victory.

De Pauw said: "I know British GT well from watching it during my two years in BRDC British F3. I know it's a great and competitive championship.

"Being front-engined the driving style will be different for the Mercedes-AMG, and I'm expecting it to have a lot of front-end grip, which should actually suit my natural driving style."

McMURTRY ULTIMATE ELECTRIC CAR GETS GOODWOOD RUN

McMurtry’s no-rules ‘ultimate’ electric Speirling track car will compete for the best time on the Goodwood Festival of Speed hill next month marking 12 months on from the machine’s unveiling.

The Speirling was unveiled at last year’s Festival of Speed and it will be driven at the June 23-26 event this year by its tester ex-Formula 1 driver Max Chilton and British Hillclimb champion Alex Summers.

David Turton of McMurtry Automotive told Motorsport News: “It’s something we’ve been building up to ever since we set foot at Goodwood last year.

“What we like about Goodwood is it’s this massive celebration of motorsport through all the ages and the theme this year is innovators of motorsport, and our car does hark back to a lot of history.

“And the prospect of that [car] launching off the line at Goodwood, full downforce, full torque, is really exciting. The flint wall corner at Goodwood, because our car is so narrow you thread the needle and that becomes a straight line.

“This Goodwood will be a good stake in the sand to show people where we’ve got the car to.”



Rapid car now against watch



Record-holder Green was guest



BROOKLANDS MARKS LAND SPEED RECORD CENTENARY

Brooklands Museum celebrates historical achievement plus looks to the future in special event to mark 100 years

By Graham Keillor

Brooklands last week marked exactly 100 years since the venue played host to a land speed record-breaking run with a celebration day including the very Sunbeam that set the mark.

Kenelm Lee Guinness clocked 133.75mph in a V12 350hp Sunbeam on May 17 1922 on the famous circuit, and it proved to be the final record ever achieved on a closed circuit, with subsequent attempts held on open straights or flats.

The Sunbeam was one of five land speed record vehicles at the event completing live demonstration runs, including recreating F Gordon Crosby’s painting of the Sunbeam ‘racing’ a locomotive. Guests included Kenelm Lee Guinness, namesake grandson of the 1922 record holder, and current world land speed record holder Wing Commander Andy Green.

The activities also focused on inspiring the next generation. Four teams of students took part in a STEM schools competition race with their own designs and had an opportunity to

put questions to Green and others. Brooklands has also in a similar vein recently established the Brooklands Innovation Academy that offers STEM seminars and hands-on experiences.

Brooklands Museum director and CEO Tamalie Newbery told Motorsport News: “For us it’s such an important anniversary, but we really wanted to connect it up with it’s not just the history of what happened here but there are still people pushing those boundaries and actually working through the same methodologies and with the same determination.”

FIRST ‘GREEN TRACK DAYS’ ON OFFER

The UK’s first ‘green track days’ are being offered wherein participants can have a positive impact on the environment in addition to their driving experience enjoyment.

Hype Motorsport has been launched by want2race founders Ben Hyland and Mike Jarvis, and will host track days at circuits including Silverstone, Brands Hatch and Donington Park. Its instructors include Jake Hill and Alex Brundle.

The business is designated ‘ClimatePositive’ thanks to carbon offsetting through leading low-carbon commodity company SCB. Carbon from Hype’s events, including on and off-track emissions plus travel and accommodation, will be offset adding 25% to give back more to the environment than emitted.

And participants will receive a ‘ClimatePositive’ car badge that will help them reduce their road car’s carbon emissions for 12 months. The emissions will be tracked and offset, again adding 25%.

Hyland said: “There has been a huge shift in the market, which has been driven by people waking up to the environmental impact of all our decisions. I was keen to explore how we could improve what we do and create a superb experience for petrolheads with a conscience.”



Track day pair have gone green



Coleg Gwent Newport have added to CityCar Cup student entry

STUDENT ENTRY GROWS TO SIX

The Student Motorsport Challenge entry grew from four teams to six for its second-ever meeting last Sunday at Snetterton.

The new contest allows colleges and universities to compete in their own class alongside regular competitors in the British Racing and Sports Car Club’s entry level CityCar Cup, therefore giving student teams real-world experience from both setting up

a race team and competing on-track.

Four squads competed in SMO Challenge’s inaugural double-header at Oulton Park last month, where East Surrey College’s Peugeot 107 driven by Andy Burgess took both wins.

For Snetterton’s double header, West Suffolk College and Coleg Gwent Newport joined Oulton’s quartet East Surrey College, Coleg Gwent, MET Motorsport from

Brighton Metropolitan College and SHU Karting from Sheffield Hallam University. MET, after an Oulton crash, sourced a new car and worked flat out to get it ready for Norfolk.

West Suffolk College entered a Toyota Aygo driven by team principal Leon Wilde and Coleg Gwent Newport’s Citroen C1 was driven by lecturer George Jones, making his circuit racing debut.

SILVERSTONE: BRSCC C1 24 HOUR BY PETER SCHERER

MAY 20-22

HYBRID POWER TAKES SECOND C1 24-HOUR

The Hybrid Tune Motorsport quartet of David Meenan, Stephen James, Sam Weller and Mark James took the C1 Racing 24hrs crown for the second successive year, having led for 312 of the 440 laps

Emax Motorsport spent most of the race in the top three too, and consolidated second during the second half despite James Little struggling with a sticking throttle.

Toby Ward kept WRC Developments in third, despite a late splash and dash, but a final pitstop penalty for JWB

Motorsports cost Nick Beaumont dearly, as Fake Taxi’s Ian Stinton snatched fourth after they had recovered from their own penalty and been tipped into the gravel in the closing hours.

JWB held onto fifth with Josh Stanton sixth for BH/SCK Motorsport.

Mazda MX-5 Super Cup championship leader and four-time race winner this year Richard Amos was unable to add to his tally at Silverstone. He led for most of race one before his defence was finally

breached by Colin Bysouth into Village at two-thirds’ distance.

Sam Smith, who had retired early from race one, led race two from the opening lap but was under pressure from Bysouth throughout. Amos faded to eighth.

In the Mazda MX-5 championship Fraser Fenwick just held off early leader Tom Smith for win number five of the year, with Smith just 0.140 seconds down at the flag. Michael Knibbs, heading a huge train, got third.

Mike Comber sealed the race-

two win in a penultimate lap sort out, which resulted in second-placed Smith getting penalised and moved Steve Foden and Fenwick up to complete the podium.

The MX-5 Clubman championship top two Declan McDonnell and Matthew Fletcher shared the race wins at Silverstone. McDonnell in the first race led all the way from pole albeit with Fletcher close behind throughout. Race two looked like a repeat but Fletcher was able to get by at half distance.



The Hybrid Tune C1 despite some damage got the win

RACE WINNERS		
Clubsport Trophy Jas Sapra (BMW M3)	Mazda MX-5 Clubman Race 1: Declan McDonnell; Race 2: Matthew Fletcher	Race 2: Sam Smith
Mazda MX-5 championship Race 1: Fraser Fenwick; Race 2: Mike Comber	Mazda MX-5 Supercup & Supercup Clubman Race 1: Colin Bysouth;	C1 24-Hour race Hybrid Tune Motorsport (David Meenan/Stephen James/Mark James/Sam Weller)



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RALLY NEWS

Photos: mcklien-imagedatabase.com. Red Bull Content Pool



Evans showed fighting spirit on Rally Portugal

PORTUGAL PODIUM GIVES EVANS HOPE BUT ROVANPERA TOO FAST FOR WELSHMAN

Briton his back from tough WRC start to finish second behind runaway title leader

By Graham Lister

Elfyn Evans believes he can build on his Portugal podium as he bids to get his faltering World championship challenge back on track.

Despite suffering a late defeat to team-mate and runaway title leader Kalle Rovanpera, Evans completed round four of the season last Sunday with his first top-three finish of 2022 to end a frustrating run of results.

The Welshman's capture of second place and the final Powerstage point ensured he climbed to fifth in the championship order, 70 points behind Finn Rovanpera but two shy of Toyota's third-placed development driver Takamoto Katsuta.

"I needed a strong result to start

building some points and to start building some momentum," Evans said. "I am not fully satisfied with the weekend but it is something to build on. It is definitely a good step. It was the first gravel rally with the new car and the team showed that we have a pretty good starting point. The car was pretty fast and also reliable and allowed us all to fight right until the end with no issues."

Asked if there was a decisive moment that cost him a sixth WRC win, Evans said: "Any time that you give away is a lost opportunity. There were a few of those back and forth during the weekend. We had a good start to the rally but [Kalle] has been very fast towards the end of the weekend. I was not quite as happy with the feeling [on the final day]; I wasn't able to fully relax and deliver

as I would like. So there are naturally still some areas for us to work on with the car, but the performance in general has been very strong for the first event on gravel. Although I'm disappointed with the outcome, it's nice to be back on the podium and it was not a bad weekend overall.

"I would have preferred it to have gone a bit differently, but I was happy initially with the car and what we did. We are still probably missing that last few per cent to bring us back to where we want to be. I think a strong result was what we needed after a bad start to the year from our side. There is still work to do and we should be able to build from here. Kalle was very strong [on the final day] and his speed allowed him to win. He deserved to win. We have to come back next time."

ROVANPERA WRITING MORE WRC HISTORY, SAYS BOSS LATVALA

Kalle Rovanpera is writing a new chapter in WRC history, according to his Toyota team boss Jari-Matti Latvala.

Twenty-one-year-old Finn Rovanpera is now unbeaten on three events and heads to round five of the season in Sardinia next month 46 points ahead of Hyundai's Thierry Neuville.

Latvala described Rovanpera's victory in Croatia last month as a "miracle" and went further on Sunday night in Portugal when asked about his younger compatriot.

On a weekend when WRC bosses celebrated the championship's half century, Latvala said: "What I will say

that there is nobody in rallying history on his page. We know we have had great drivers in the past, Loeb and Ogier, who have won the rally by opening the road. But no-one has done it before at the age Kalle is now. That is the difference now. We haven't seen this in rallying history. A young guy on this kind of top level."

Latvala said of Evans: "Elfyn did a really good rally, it was another one of those great and clean drives from him. He was so close to the victory, but these are important points for himself in the championship."

Rovanpera downplayed his latest achievement: "I was not expecting this weekend to be



Three-time 2022 winner

like this and so good. It was a surprise for me. It was quite important to have a good day on Friday and start to fight. When we were behind, the plan was to keep the pressure on Elfyn and see what happened. I didn't really think that we could step up the speed any more from what we already did. At the end we did some good times and Elfyn was fighting hard back. It was not easy."



Breen was thwarted by a puncture and brake worries

BREEN'S PODIUM RETURN DELAYED AGAIN

Craig Breen's search for second WRC podium for the M-Sport Ford World Rally Team goes on after a puncture and brake issues restricted him to eighth in Portugal. After completing the Monte

Carlo Rally podium in January, Breen and co-driver Paul Nagle have slipped back in the title chase with Rally of Portugal proving another event to forget for the Ford Puma Rally1 driver.

"We didn't have the best weekends in Portugal," Breen said. "Our good start on Friday was hampered by our puncture on the same afternoon. We made some progress with the car during the weekend and

I was gaining more confidence, but a brake problem put us out of the fight for Powerstage points. We now focus on Sardinia where we will try to do the best job possible to get our championship back on

BRITON INGRAM'S TOUGH BUT TOP TIMES

Chris Ingram described Rally Portugal as the "most rough" event he's done so far after he moved into the lead of the WRC2 Junior standings.

As well as winning the young driver category, European champion Ingram was third in WRC2 in 12th overall for Toksport WRT.

"It was the most physically

and mentally demanding [rally I've done], trying to keep the car in one piece and avoid punctures," the Manchester driver said afterwards. "I'm buzzing to get to the end with an awesome result."

The gravel event was Ingram's second at World championship level alongside co-driver Craig Drew.



Ingram quickly found his pace on his second gravel rally

McRAE JUNIOR A HEAT WINNER IN AUSTRALIA

Max McRae took a win double when the Australian Rally Championship resumed on the Forest Rally in Nannup, Western Australian last weekend.

Jimmy McRae's 17-year-old grandson topped the Australian championship Production Cup and the Western Australian championship classification in the opening heat aboard his Maximum Motorsport Subaru Impreza.

However, hopes of repeat result in heat two were scuppered by a late off although he recovered to take sixth in the Production Cup and 16th in the Western Australian order alongside co-driver Mac Kiernans. "It was the perfect day," McRae said after the first heat. "It started off a bit slower than we hoped but after first service we were into top five times."

RALLY NEWS

BUSY SCHEDULE HAS HAMPERED EVANS' DRIVING

Meirion Evans has attributed a slump in Irish Tarmac form to a busy schedule that left him way less prepared than he would like.

While the Welshman starred with two second-place finishes in Galway and West Cork, he retired from the Circuit of Ireland and was a muted fourth in Killarney. Those two events were just two weeks apart from one another, and Evans was with the family team running cars in Clacton in the weekend in between.

"It's a part of it definitely," Evans said when asked if his downturn in form was due to being overworked. "There were three of four weeks where I didn't have much time for myself. Fitness I had completely no time for it, it was literally finish work, watch the videos and it all got a bit busy. It's hard to concentrate properly. I don't want to moan about it too much because people will think you're 26 and driving an R5 car, shut up, but people don't really understand unless you're doing it how much time you have to invest into it."

PRYCE HEADLINES JIM CLARK RALLY'S FULL WEEKEND RETURN

Packed entry lists for a three-day spectacular in Scotland

By Luke Barry

Osiar Pryce leads the entry for this weekend's Jim Clark Rally – the first edition of the iconic event that will run across three days since 2013.

Following the fatal accident in 2014 and then the pandemic in 2020 and '21, the Jim Clark has only run once in the last eight years – in 2019 when it was a two-day event in November.

This year it returns to a three-day format with a British and Asphalt Rally Championship-scoring round on Friday and Saturday and then a Scottish Rally Championship event on Sunday's Reivers Rally.

"I'm looking forward to it," said top seed and British Rally Championship points leader Pryce. "I didn't leave the last one with the best memories as did anybody, but there's a fresh look this year. Unfortunately, I don't think it'll ever get to that [same level it used to be in terms of mileage], whether that's a good thing or a bad thing, but the classic stages have always been the same so that'll be quite nice. There's some new blood in too which is great."

The second round of the UK



Pryce tops the BRC points table

Asphalt Rally Championship is part of the main rally and BRC contender Ruairi Bell heads the points after victory on the opening Tour of Epynt. James Williams is also chasing points in both series while

leading ARC regulars in the entry include Mark Kelly, John Stone and MN Circuit Rally winner Neil Roskell.

David Bogie tops the Scottish Championship runners on Sunday against Euan Thorburn,

Dale Robertson and Michael Binnie, who will all be fresh from rallying on Friday and Saturday as well.

Friday's loop consists of two passes of Abbey St Bathans before Saturday's stages Eccles,

Westruther and a brand-new test Scott's View – the first in the rally's history to be held outside of Berwickshire. Sunday comprises six stages with two passes of Edrom, Ayton and Fogo.



Polo driver wants a good result

SEEDDED ENTRY

Jim Clark Rally

NO	DRIVER/CO-DRIVER	CAR
1	Osiar Pryce/Noel O'Sullivan	Volkswagen Polo GTI R5
2	Keith Cronin/Mikie Calvin	Volkswagen Polo GTI R5
3	Meirion Evans/Jonathan Jackson	Volkswagen Polo GTI R5
4	Jason Pritchard/Phil Clarke	Volkswagen Polo GTI R5
5	Euan Thorburn/Paul Beaton	Ford Focus WRC05
6	James Williams/Dai Roberts	Hyundai i20 R5
7	Garry Pearson/Dale Furniss	Ford Fiesta Rally2
8	Ruairi Bell/Max Freeman	Skoda Fabia R5
9	Dale Robertson/Stuart Loudon	Ford Fiesta Rally2
10	Michael Binnie/Claire Mole	Mitsubishi Lancer E9

SEEDDED ENTRY

Jim Clark Reivers Rally

NO	DRIVER/CO-DRIVER	CAR
1	David Bogie/John Rowan	Mini JCW WRC
2	Euan Thorburn/Paul Beaton	Ford Focus WRC05
3	Dale Robertson/Stuart Loudon	Ford Fiesta Rally2
4	Michael Binnie/Claire Mole	Mitsubishi Lancer E9
5	Freddie Milne/Patrick Walsh	Ford Fiesta Rally2

PEARSON CAN'T WAIT FOR FIRST JIM CLARK IN TOP CAR

Duns driver Garry Pearson is relishing the chance to tackle his local Jim Clark Rally stages in a top-line car for the very first time.

The Ford Fiesta Rally2 driver, who is seeded at seventh, said: "The fastest car I've done it in is a Peugeot 208 R2, I'm just going to mega enjoy it.

"If the times aren't there or

reasonably there I'd probably be surprised but I'm just going to really enjoy it as well because it's not every day you get to do these stages in a Rally2 car. And in truth, there'd be points in my career where I'd thought I'd only be doing the Reivers Rally in this sort of car so I have to be grateful."

Pearson hopes a podium finish in the BRC is realistic in his Ford Fiesta Rally2 but he is aware that will be tough. There's also the allure of finishing as top local with Euan Thorburn (Focus WRC) and Dale Robertson (Fiesta Rally2) both starting within the top 10 seeds – albeit not BRC registered.



Jennings will relish the chance to sample the stages in a top-flight Rally2 machine



Bell says his pace has not put the pressure on him

BELL SET FOR HIS NEXT BRC CHALLENGE

Ruairi Bell's personal expectations haven't been raised by his podium-challenging performance on his British Rally Championship debut in an R5 car last month, despite outward expectation rising.

Bell was second on Tendring and Clacton Rally in his Skoda

Fabia R5 before spinning and retiring with damage and believes that his somewhat surprising pace is testament to the hard work he put in during the off-season.

"Our ambitions are high – we don't come to mess around, we definitely have that intention to be fighting at the top and I think

to me, the most exciting bit is that's just getting the ball rolling," Bell told Motorsport News.

"There's no change in attitude or change in how we're approaching things, we just got a little bit unlucky there and we've still got everything to play for with two dropped

scores in the championship.

"The only thing that can be learnt from what we're doing is expect the unexpected and for me, nothing really changes.

"We've got to move fast to keep up with these boys. By no means am I looking at the events and thinking anything is going to come easy."



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Photos: Roy Dempster, Martin Walsh, Ben Lawrence

ORGANISER READ
REMEMBERED
BY NEW RALLY
AT ANGLESEY

Leading rally organiser Dave Read, who sadly died suddenly at the New Year, will be celebrated with a special rally to run at the Anglesey race circuit on Sunday August 6.

The Dave Read Stages will be a one-off event running instead of the usual Enville Stages and will honour a man who gave 40 years to his passion for rallying both as a co-driver and as an organiser.

Read was widely respected across the sport and his role in developing the North West Stages cannot be understated. Stephen Ellison, chairman of Warrington and District Motor Club, said: “This is our way of saying thank you to Dave for his 40-year service to the club and his passion for rallying in the north west. Dave is missed by so many friends, family and rally colleagues.”

The single-venue asphalt rally will cover 45 miles at the race circuit with support from Caernarvonshire and Anglesey Motor Club. Regulations will be issued in due course.



Fans will flock back to Donegal Rally

ORGANISERS PROMISE THE MOST DEMANDING
DONEGAL RALLY STAGES ON EVENT’S RETURN

Classic showdown is back after two seasons away and demand is high for entries

By Jason Craig

The Donegal International Rally will celebrate its half century next month as one of Ireland’s most important rallies makes its much-anticipated return after a three-year gap.

Organisers of the three-day event – which runs over the

weekend of June 17-19 – have drawn up a route comprising what they say are some of the most demanding stages to be found anywhere in Europe.

As a round of the Irish Tarmac Rally Championship and also the European Rally Trophy, the main 160-car field will tackle 20 closed-road tests totalling almost 190 competitive miles. Some of the classic stages include An Grianan, Carnhill, Fanad Head, Knockalla, High Glen and Atlantic Drive. The bulk of the action will be played out on Saturday, with the two longest stages held that day.

Brian Brogan, the chairman of Donegal Motor Club, believes the Donegal International Rally continues to be a torch-bearer for the sport. “It sets the standard

other rallies in Ireland aspire to. That’s down to the team involved and the warm welcome extended by the community,” he said.

In tribute to the late Manus Kelly, a three-time winner of the international section, who lost his life while taking part in 2019, the overall winners will receive the Manus Kelly Memorial Award.

The event’s cancellation in 2020

and again in 2021 due to the Covid has been keenly felt by the county’s tourism and hospitality sectors given the number of fans who go to spectate.

“It brings a minimum of 25 million Euros to the economy,” added Brogan. “The rally is still a month away but already every hotel and bed and breakfast is full. The excitement is building.”

HARRISON BACK IN HARNESS FOR IRISH CARLOW OUTING

Macclesfield’s Jim Harrison was pleased with his debut outing in a Skoda Fabia R5 on the recent Carlow Rally where he finished 25th overall and sixth in Class 5.

It was 15 years since Harrison last competed in Carlow, and he competed alongside Limerick co-driver Anthony Nestor who was deputising for Harrison’s unavailable regular co-driver Harvey Bell.

Harrison was unable to contest the opening stage as it was temporarily blocked by an accident.

“I was a bag of nerves for it. The car is phenomenal, it’s like a

go-kart and I am nowhere near the limits,” said Harrison. “I can’t be too hard on myself as it is all about enjoying it really. It’s a great piece of kit and I’m not looking at my times.

“I know there is loads of speed in there, but I just want to learn it.”

Harrison revealed that family and holidays come first. “I haven’t got any plans, maybe West Cork next year,” he added.

“I am 57 this year, I was never dreaming that I was going to be leading any rallies against these young guys. I’m here to have fun, that is what it’s all about.”



The Skoda Fabia man surprised himself with his pace

ROAD RALLY ROUND-UP

Davies and Smalley head Twyford Wood Targa

After over 90 minutes of competition, Ethan Davies/ Matt Smalley beat Gary White/ Bradley White by three seconds to win the Twyford Woods Targa.

Davies/Smalley had led initially, but fell behind White/White, who built up a lead of 43s at one point. However, the Ford Puma pair bounced back, taking fastest times on the final three tests. They took seven seconds, the lead and maximum BTRDA points on the final test.

These two crews were over four minutes ahead of the rest of the field. Keith Lane/Martin Lane had been in the mix until a wrong test sent them plummeting down the order.

David Crooks/Richard Lumbs were declared overall winners of the Easylarity Rally. The event consisted of nine regularities and 12 tests. The final standings were determined by points that were awarded for positions after all the regularities, and, separately, after all the tests.

Crooks/Lumb, who had been second on both the regs and tests, tied on points with Alistair Leckie/Matt Outhwaite, who had been first and third. The matter was decided on

their penalties at the event’s first timing point.

On scratch times, Leckie/ Outhwaite were over three minutes ahead of the rest of the field.

Ian Mills

Results
Twyford Wood Targa
Organiser: Mid Derbyshire Motor Club
When: May 14 **Where:** Twyford Wood
Championships: BTRDA **Tests:** 14 (11 run)
Starters: 52
1 Ethan Davies/Matt Smalley (Ford Puma) 91m51s; 2 Gary White/Bradley White (BMW 318Ti) +5s; 3 Mark Peterson/Alan Coombes (MG ZR); 4 Wayne Langthorne/Richard Cheetham (Ford Escort); 5 James Gratton-Smith/Paul Nelson (MG ZR); 6 Jon Crook/James Crook (Vauxhall Astra); 7 Robert Milligan/Nic Jones (Austin Mini); 8 Ken Worff/Oliver Michaels (Proton Compact); 9 Andrew Bainbridge/Dave Hargreaves (Mazda MX-5); 10 Richard Jones/David Hillidge (Nissan Micra). **Class winners:** Experts: Jones/Hillidge; Novices: Simon Hawken/Sarah Hawken (Micra); **Clubman Rally:** Crook/Crook.

Easylarity Rally
Organiser: Loughborough Car Club
When: May 15 **Where:** East Midlands -
Route: 9 Regularities, 12 Tests
Starters: 20
1 David Crooks/Richard Lumbs (Vauxhall Astra) 58pts; 2 Alistair Leckie/Matt Outhwaite (Saab 900 Turbo) 58pts; 3 Clive Woodhouse/Paul Darch (Peugeot 206 GTi); 4 Steve Farmer/John Gearing (MGB GT V8); 5 Gordon Waddington/Anji Martin (Mazda MX-5); 6 James Newbould/Derek Newbould (Vauxhall Corsa); 7 Rupert Burne/Carole Burne (Citroen C1); 8 Matthew Mantle/Diane Mantle (Peugeot 106); 9 Richard Elms/David Elms (Ford Escort Mexico); 10 Tim Sturla/David Sturla (Vauxhall Nova). **Class winners:** Novices: Burne/Burne; **Historic:** Crooks/Lumb; **Modern:** Woodhouse/Darch.

WEST CORK GETS SEAT AT THE TOP TABLE TO HELP STEER FUTURE



West Cork bosses will have a voice

Cork Motor Club, organiser of the West Cork International Rally, has become a full member of the Tarmac Rally Organisers Association.

West Cork has been a part of the Irish Tarmac Rally Championship since 2014 and has gone from strength to strength since then.

Colman Hegarty, TROA chairman, said: “Since its introduction in 2014, West

Cork has established itself as an integral part of the championship. It’s a very popular round.

“I look forward to working closely with all involved to promote their event and the championship long into the future.”

Paddy Flanagan, ITRC manager, said: “It has always been an iconic event with fantastic stages and this move can only enhance both the rally and the championship.”

PRITCHARD’S TURBULENT SEASON THWARTED ONCE MORE ON THE MANX

Jason Pritchard has received his latest blow from being forced to miss the Manx Rally when his Ford Focus WRC hit engine problems during the pre-event shakedown.

A fourth non-finish in a row was not the warm-up he wanted for his next British Rally Championship outing in the VW Polo R5, the Jim Clark Rally in the Scottish Borders

this weekend.

“We’ll go to the Jim Clark on the back foot,” said Pritchard who, along with co-driver Phil Clarke, was denied a chance to score a sixth

win on the Isle of Man.

Pritchard and his team suffered another blow when friend and former co-driver Martin Jones died in his sleep on Saturday at home.



Pritchard’s bad luck run has continued

SPORTING SCENE NEWS

BRISCA F1: KING'S LYNN BY COLIN CASSERLEY

MAY 21

HARRIS HOLDS HIS NERVE FOR FINAL VICTORY

Multiple title winner profits at the end to take more glory from a hectic race in Norfolk last Saturday

Photos: Colin Casserley, Duncan Stephens, Ant Jenkins, mkpics.net



Harris benefited from a wet track

Tom Harris emerged as the final winner in a race that had five different leaders in the last eight laps.

The early part of the race was red flagged twice. The first was when Mark Sargent rolled his car in Turn 3 and another came a few laps later when James Morris turned his car over entering the same corner. On the restart William Adams led the way, but he was forced wide allowing Mickey Randell to take the lead just after the halfway point. Randell spun himself out of contention a lap later handing the lead to Joff Gibson. However a

yellow flag bunched the field and, before the race restarted, Gibson pulled to the infield with a flat tyre. Ryan Harrison assumed the lead, but with two laps to go he banged the wall and retired with a puncture. Austin Moore gained the lead but on the penultimate lap Harris nudged Moore wide for a race-winning lead. Paul Hines got home third. A delighted Harris said: "It was Harrison's race but he knocked off his tyre. My car was great in the wet, terrible when it was slick, so the last yellow helped me when they watered the track. Thank to everyone who helps me,

and Jamie Davidson gives me the best equipment to drive." Second-place man Moore said: "I tried my hardest, but Harris is the best, I am just happy to be here". Hines reported: "I'm just getting used to this car, I had my old one for 10 years and I am learning to drive this one, I know I am not driving it hard enough. I know there is more to come."

Results
Organiser: Trackstar, Brisca F1
When: May 21 **Where:** King's Lynn, Norfolk **Starters:** 39
1 Tom Harris; 2 Austin Moore; 3 Paul Hines; 4 Mat Newson; 5 Karl Hawkins; 6 Jack France; 7 Jelle Tesselaar; 8 Bobby Griffin; 9 Niels Tesselaar; 10 Sam Makin.

SPORTING TRIAL: JACOBAN BY DUNCAN STEPHENS

MAY 21

BRICKNELL CONTINUES TO DOMINATE

Paul Price took the early lead at the Jacobean Sporting Trial, part of the Sporting Trials festival that featured nearly 120 competitors in cars dating back to the just after World War Two. In the modern section, the Jacobean Trial, 34 competitors tackled the long grass sections in one bowl of the vast venue. Price led initially from form-man Thomas Bricknell. On the second round, the scores dropped significantly with Bricknell having the best round on just three marks to snatch the lead by a single point from Price, with Andy Wilks climbing up to third, another two points back. Bricknell completed his

dominance of the sport this year with his sixth win, by two points from Price. George Watson snatched third overall, having been 15th after the first round. Boyd Webster finished in fourth with a clean tidy day, beating fellow northern driver Richard Sharp by a couple of points. Andy Wilks' afternoon started badly with a costly six that dropped him down to sixth overall, tying with Peter Fensom. George Barnes had a fantastic day, his best to date, finishing a brilliant eighth overall in his live-axe Sherpa, winning the blue live class from John Firth who completed the top 10 overall.



Jerome Fack tackled Jacobean

Darren Underwood split the live-axe cars in his Crossle. Alastair Moffatt won the red live-axe class in his borrowed Kincraft. John Cole took the blue independent class, and Nick Beere the rookie class in his immaculately built Facksimile.

Results
Jacobean sporting trial
Organiser: Midlands Trials Car Club, BTRDA.
When: May 21 **Where:** Long Compton, Banbury **Starters:** 34.
1 Thomas Bricknell (Crossle) 17 points; 2 Paul Price (CAPI) 19 points; 3 George Watson (Hamilton); 4 Boyd Webster (Crossle); 5 Richard Sharp (Cartwright); 6 Andy Wilks (Crossle); 7 Peter Fensom (Hamilton); 8 George Barnes (Sherpa) 9 Darren Underwood (Crossle) 10 John Firth (SRB).

BRISCA F2 ROUND-UP

Guinchard lifts the big prize at Aldershot

Charlie Guinchard added the Brisca Formula 2 British Championship title to his 2021 European crown with a commanding display in front of large crowd at Aldershot. The Hampshire venue was hosting Brisca F2 for the first time, a significant occasion given the historic divide between Brisca and Aldershot promoter Spedeworth dating back 60 years. A third and two fourth positions in his qualifying heats put Guinchard third on the British Championship grid, often a coveted position in major events, with defending champion

Gordon Moodie starting sixth. Guinchard immediately passed outside front-row man Jamie Jones, and shifted polesitter Matt Stoneman from the lead in Turn 3 on lap four of 25. He then controlled the race from the front while negotiating backmarking traffic. Stoneman's focus was diverted to fending off double heat-winner Harley Thackra for second as Moodie worked his way into fourth. The Scotsman picked off Thackra for third in the closing stages but could not overcome Stoneman, who in turn was unable to challenge Guinchard. "It could have been a bit of livelier one," admitted



Guinchard: champ

Guinchard. "But I didn't want that. I just wanted to drive away at the front. It was the longest race of my life."

Mark Paulson
Results
Organiser: Spedeworth **When:** May 21 **Where:** Mildenhall Stadium **Starters:** 28.
1 Kyle Taylor; 2 Andrew Palmer; 3 Reece Cox; 4 Charley Tomblin; 5 Lee Dimmick; 6 James Riggall; 7 James Waterfall; 8 Gavin Mason; 9 Harry Hensby; 10 Ben Lockwood.
Organiser: Spedeworth **When:** May 22 **Where:** Aldershot Raceway **Starters:** 54.
1 Charlie Guinchard 2; Matt Stoneman; 3 Gordon Moodie; 4 Harley Thackra; 5 Luke Wrench; 6 Dan Roots; 7 Chris Burgoyne; 8 Liam Rennie; 9 Ben Lockwood; 10 Euan Millar.

NATIONAL HOT RODS: ALDERSHOT BY GRAHAM BROWN

MAY 22

GRAY TAKES THE FINAL AT THE DEATH AS WALLER-BARRETT COLLECTS ENGLISH POINTS SILVERWARE

Photos: mkpics.net



Gray snatched victory from an embattled Grayson

After Ivan Grayson lost what seemed a certain final victory almost within sight of the flag, it was Sam Gray who emerged from the frenetic places battle to snatch the win. But it was a relatively lowly finish for Carl Waller-Barrett which clinched his second points championship with one round still to go. Alistair Lowe led the opener away. He lost out to Barry Limer before they'd turned a lap, then regained the lead rounding Turn four on the second tour. From that point on Lowe marched away, ensuring Limer was never able to threaten his lead. In the last couple of laps Waller-Barrett's car, which had been running around outside the top 10, came on with a bang. He stormed round the outside of the

place men, eventually bringing it home fourth. Heat two kicked off with a dice between Brett Collison, Karl Baker and Shaun Taylor. Taylor went to the head of the field but there was still plenty of work to do for the new leader as Grayson, Gray and a host of others – including a pacey looking Rob McDonald – heaped on the pressure the rest of the way. It became a nine-car lead fight in the dying laps but somehow Taylor managed to hang on. The third encounter was easily the quietest. Limer made no mistakes this time and led from flag-to-flag. Baker, Lowe and Grayson scrapped over second spot in the early laps before Grayson saw the others off to claim the position.

It all kicked off in the final. They'd barely got going when Lance Bowen spun exiting Turn 2. Chaos ensued with McDonald spinning into retirement while Gavin Murray got launched and traversed most of the back straight perched on the front of Paul Wright's car. With the race still under the green flag, Bowen rejoined but had clearly broken something as he then ploughed straight on into the wall. Some swift place swapping carried Limer to the front but with Grayson glued to his tail and pressing hard as they went beyond mid-distance. The two leaders had half a lap on the rest by that point but Grayson's challenge eventually sent Limer spinning. That still left a black crossed Grayson clear and

apparently safe from everyone (with the possible exception of the steward) until he somehow managed to collide with the back-marking Taylor. By the time he'd extricated himself from a time-wasting trip across the infield second-man Gray had assumed the lead and looked like keeping it too, with Wright, Gordon Alexander and Chris Haird preoccupied with battling for the places. Gray got the win with a raft of penalties disqualifying Taylor (along with Wright for an earlier incident) and Grayson relegated even further for his part in Limer's demise. It was, though, Waller-Barrett's sixth place that guaranteed he can't be caught in the points chase, allowing him to reclaim

the championship title he last held back in 2016.

Results
Organiser: Spedeworth **When:** May 22 **Where:** Aldershot Raceway Championship: World Series **Starters:** 28
Heat one: 1 Alistair Lowe (Vauxhall Tigra); 2 Barry Limer (Vauxhall Tigra); 3 Lance Bowen (Vauxhall Tigra); 4 Carl Waller-Barrett (Vauxhall Tigra); 5 Shaun Taylor (Ford Fiesta); 6 Sam Gray (Peugeot 206cc); 7 Paul Wright (Vauxhall Tigra); 8 Gavin Murray (Vauxhall Tigra). **Heat two:** 1 Taylor; 2 Ivan Grayson (Ford Fiesta); 3

Gray; 4 Rob McDonald (Vauxhall Tigra); 5 Chris Haird (Vauxhall Tigra); 6 Chris Aldridge (Vauxhall Tigra); 7 Wright; 8 Mark Shelper. **Heat three:** 1 Limer; 2 Grayson; 3 Bowen; 4 Murray; 5 Lowe; 6 John Sibbald (Vauxhall Tigra); 7 Gordon Alexander (Vauxhall Tigra); 8 Jason Kew (Ginetta G40R). **Final:** 1 Gray; 2 Alexander; 3 Haird; 4 Kew; 5 Billy Wood (Vauxhall Tigra); 6 Waller-Barrett; 7 Sibbald; 8 Perry Cooke (Vauxhall Tigra); 9 Aaron Dew (Ginetta G40R); 10 Aldridge. **Points:** 1 Waller-Barrett 498; 2 Wood 419; 3 Alexander 374; 4 Dew 372; 5 Haird 368; 6 Cooke 367.

HISTORICS

DOWN THE PUB

BEN ADAMS

Lola Mk1 racer
Age: 29 Lives: London



Adams was an early starter

He put a Turner in overdrive

“My dad Paul had a bit of a thing for Turners and when I turned 16 I got my ARDS test and dad and I bought this Turner Mk2 and started out with a 1220cc Coventry Climax engine. Then we upgraded to a 1650cc Ford-engined Turner Mk2. So probably from the age of from 16 to 25 we were just racing the Turners and had a few races at Goodwood with varying degrees of success.”

He stepped up to the Lola

“Then we decided it was time for a bit of a step up and the Lola was for sale with Duncan Hamilton, and we ended up doing a deal and bought it. We were very close to going ahead and doing a season in Historic Formula Ford. But we realised that given the limited time that dad and I have to go racing we wouldn’t be able to go and do the nice meetings.”

The Lola is a special car for him

“The Lola takes us everywhere we want to go and at the right races were on the podium and have won once in the Stirling Moss Trophy where there are lots of big-engined Listers and Lotus 15s. Top 10 is normally a reasonably good result in this grid and then we go for the class. We have a few other Lola Mk1s out there. Nick Finburgh has got chassis number one and we’ve got chassis number 32. There’s the Keith Ahlers/ Billy Bellinger car.”

It had a good history

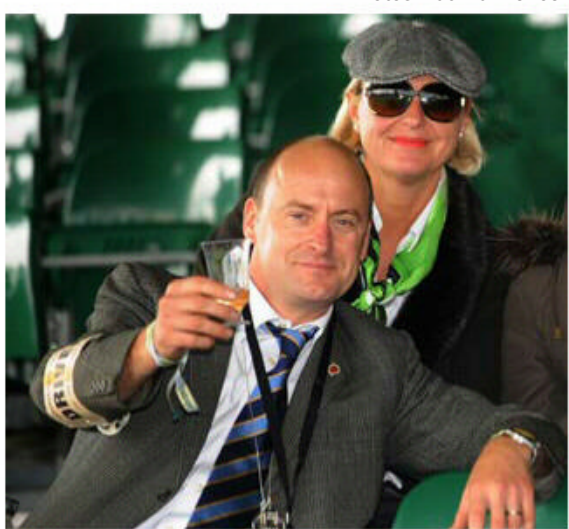
“We’ve had this car for five years and dad doesn’t like driving the Lola for various reasons. The car is amazing. It’s beautiful and it’s incredible to drive. It’s got a lovely story as the last car to ever win a race at Goodwood in period. The final race in 1966 was a handicap race and it was driven by the then owner, Dickie Metcalf.”

They also now have a Jaguar E-type

“It was a guy called Tony Allen who with Simon Butler used to run it and I think they owned it for 10 years. So we bought it and started last year. Our first race was at Donington last year. We knew the car needed a lot of work, but there was no time to do it. So we had to wait to the winter to get that done.”



Pushing on in a Formula Junior car



Photos: Paul Lawrence

Diffey was a popular character

TRIBUTES PAID TO HISTORIC RACING FAVOURITE SIMON DIFFEY

Racing community in shock after ace is killed in road crash

By Paul Lawrence

Tributes from across historic motorsport have poured in for Simon Diffey after his tragic death in a road accident 10 days ago.

Diffey was a regular racer in Formula Junior as well as a Vintage Sports-Car Club trials competitor through the winter. However, his versatility meant that he raced a wide range of cars for owners including 1950s Grand Prix cars, notably a Connaught and a Maserati 250F. Diffey, 57, sadly lost his life in a road

accident when his Bugatti was involved in a collision with an ambulance in Bedfordshire.

Duncan Rabagliati of the Formula Junior Historic Racing Association led the tributes: “How big a hole can there be in our lives? Simon was the brightest light shining over us and was part of us. He was not just outrageous fun, he was kindness personified and he was a true friend.”

A statement from the Vintage Sports-Car Club read: “We have lost one of our most engaging members, an exceptional racing driver, and, to many of us, a dear friend.”

Diffey, who lost his brother and fellow racer James to cancer in 2007, was renowned for his pair of superbly presented Lotus Formula Juniors. He was planning to race his ex-Peter Warr Lotus 20/22 at the Nurburgring in August, 60 years on from Warr winning at the German track.

Diffey raced extensively in the UK and mainland Europe and competed in the biggest events including Monaco and Goodwood. In recent times his son George had raced their second Formula Junior Lotus. MN sends sincere condolences to Simon’s family and many friends.



Former McLaren design guru Nichols is tackling Formula 3

McLAREN ACE NICHOLS JOINS HISTORIC F3 GRID

Former McLaren Formula 1 designer Steve Nichols has switched to Historic Formula 3 this year with the ex-Peter Hanson one-litre Chevron B17.

Nichols acquired the 1970 car, chassis number 1, from previous owner Burt Smeets in the Netherlands. “I’ve not done Formula 3 before and it’s quite different,” said Nichols of the

switch from a Formula Ford 2000 Van Diemen RF82. “We’ve got a few teething problems with the brakes,” he added at Silverstone.

In period the car later went to the Temporada series in Brazil, where it was raced by Mike Beuttler before ending up in Japan for many years. “It’s a nice little car and it’s still quite original,” said Nichols.

De Adamich Surtees nearly back on track

The ex-Andrea de Adamich Surtees TS10 Formula 2 car should have raced for the first time in 40 years at Silverstone in HSCC’s mid-May meeting but was sidelined by a BDG engine failure in qualifying.

Now owned and restored by Dean Forward, chassis 04 had been on the wall of an apartment in Switzerland for much of its life. It was used in hillclimbs until the end of the 1970s.

Forward’s 1972 TS10 is thought to be one of only three left, with one in a private collection in California and the Mike Hailwood car with the Surtees Foundation.

“It’s a proper piece of history,” said Forward after a three-year restoration.

“I went and bought it from the owner in Switzerland and they had to close the village while they craned it out of a window from where it had been on the wall,” said Forward.



UNDERWOOD SHINES AT SILVERSTONE IN BRABHAM OUTING

Geoff Underwood raced his glorious 1963 Brabham BT5 sports car for the first time at Silverstone this month in the Guards Trophy race. The Lotus twin-cam engined car has come back from Australia and is now under the wing of Mike O’Brien’s Speedsport team. Formula Junior racer Underwood plans to race the BT5 in Guards Trophy races and would love the chance to take it to Goodwood.



Hillclimb challenge

TRIO OF EVENTS FOR FORMULA FORD 1600 MINI-SERIES ON THE HILLS

Three events this summer will make up the Pre ’94 Formula Ford Challenge within hillclimbing and sprinting, which is now being supported by

Formula Ford preparation ace Brian Soule for the first time.

While FF1600s compete at many speed events, usually in their own class,

the three dates will bring as many such cars together as possible and more than 20 period FF1600s are expected at each round.

The mini-series features

at the hillclimbs of Gurston Down (July 16-17) and Loton Park (August 6-7) before concluding at the Curborough sprint course on October 8-9.

IN BRIEF

Shelsley gathering

A wide array of classic cars will gather at Shelsley Walsh on Saturday for the Hagerty Hillclimb. Though not a competitive event, a number of notable cars will complete demonstration runs on the famous hillclimb course, including a 1933 Alfa Romeo 8C 2300 Le Mans, a 1922 Bentley 3-Litre TT Team Car and the 1952 Jaguar C-type chassis XKC005, the first car to win a race with disc brakes when driven by Stirling Moss at Reims in 1952.

Lola delayed

Dean Forward’s plans to run a newly restored Lola T70 Mk3B in the Thundersports races at Silverstone earlier this month were thwarted by a misfire during testing on the Friday. The car is owned by Jamie Thwaites and runs in a period David Prophet livery and only turned a wheel for the first time on the Friday. Forward and Thwaites hope to share the car in some two-driver races later this year.

Wainwright’s outing

Experienced race car engineer Rob Wainwright had a one-off race weekend at Silverstone in the March 762 Formula 2 car owned and run by Keith Bisp. Rob Wheldon, the regular driver for the 762, was on Praga duty at Snetterton so Bisp offered the drive in the Aurora Trophy double-header to Wainwright who duly won the first race and chased winner Andrew Smith home in the second.

HRCR hits Kent

Round four of the Motorsport News/HRCR Clubmans Rally Championship will be Saturday’s Hughes Rally in Kent. New test venues and 120 miles of road regularities in a different area to that used previously will provide a challenge for around 40 crews. And with championship leaders Paul Crosby (Porsche 911) and Dan Willan (Volvo PV544) absent, other contenders will be aiming to scoop the big points scores.

Tilley’s success

Impecunious rising historic racing star Benn Tilley raced in the Aurora Trophy races at Silverstone and bagged an overall podium in his first race in the Formula Atlantic Modus M1 owned by Simon Hadfield. The plan had been for Tilley to race the March 752 Formula 2 car of Rudolf Ernst, which is currently for sale, but some problems with the March forced them to switch the plan to the Modus.



Tilley in his Modus M1

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SPECIAL! 19-PAGE INSIGHT INTO ICONIC RACING BRAND

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

EXCLUSIVE Q&A: WIN PERCY



The Jaguar enthusiast recalls some of his greatest Big Cat successes p24

We look at how legendary British name has blazed a trail in motorsport tradition

JAGUAR: BRITAIN'S MOST CHERISHED SPORTING BRAND



The Big Cats are always a huge pull



By Matt James

There are certain car brands that are almost guaranteed to set the pulse racing just a little bit quicker, and Jaguar is towards the top of that list.

The Coventry firm, which began life as Swallow Sidecars 86 years ago before the company name was changed to Jaguar in 1945, quickly realised that sport improved the breed.

Le Mans was the obvious target and, just a decade later, it would already have two successes at La Sarthe under its belt. The 1950s was revived by entrepreneurial Scot Tom Walkinshaw in the 1980s and 1990s with tin-top and Group C success and Jaguar is still going strong in the modern age.

Under the ownership of the Jaguar Land Rover group, we find out here that the plans going forward are as adventurous and ambitious as the company has always been. Indeed, there is every possibility that the Big Cats could even make a return to Le Mans in the near future by embracing the very latest motorsport technology. The story of the iconic British firm is far from over. In fact, the next chapter for the marque could represent its most exciting chapter yet.

Motorsport News has taken this opportunity to celebrate all that is great about one of the UK's favourite car makers.

POLL

MN READERS PICK OUT THEIR GREATEST JAG

You select your favourite from the marque's stable p20



RETRO

HOW THE BIG CAT STIRRED UP TIN-TOPS

When the XJ-S took on saloon car racing's best p22



FEATURE

MAKING A SPLASH ON THE BIGGEST STAGE

How Jaguar first dominated at the Le Mans 24 Hours p33



JAGUAR SPECIAL

Photos: mcklein-imagedatabase.com, Motorsport Images



Jag promised to return after 1986

GOING ON THE PROWL TO MEMORABLE MOTORSPORT SUCCESSES FOR JAGUAR

I was absorbed by Group C racing in the 1980s, which meant I pretty much got used to the soundtrack of a 2.6-litre turbocharged flat six Porsche 956 engine. It's not an unpleasant noise and its deep growl was the background to a host of motorsport memories for a forming racing fan.

And then Jaguar entered the fray. The Silk Cut-backed cars, which I first watched at Silverstone in early May 1986, had an altogether different music emanating from them. The naturally aspirated 6.5-litre V12 had more of a bark in its throat, a much more racy sound that was equally as captivating.

Watching Derek Warwick and Eddie Cheever trample the rest at the British round of the World Sports-Prototype Championship that season couldn't fail to stir the patriotic pride. I realised that I hadn't been the only one as touched by the effort when I went to Le Mans a month later. The packed spectator banks were awash with Union flags and there was a huge cheer each time the purple-and-white Tom Walkinshaw Racing-run machines came screaming by.

As was tradition, I would head to start-finish line at around 1400hrs on Sunday afternoon to get ready to see the victor cross the line. Jag had run competitively and well, but could not stop the German steamroller as Derek Bell, Al Holbert and Hans-Joachim Stock won while Warwick, Cheever and Jean-Louis Schlesser's XJR-6 were forced to retire their surviving Jaguar machine after 239 of the 368 laps. But the impression left by the comeback of the Big Cats had written all the headlines.

The crowd descended on the pitlane for the post-race celebrations and some wag from TWR had removed the pit identifier panel from about the garage and spray-painted the message "We will be back" across it. This was paraded above head height up and down the pitlane as the crowd thronged, and perhaps drew a bigger cheer than any of the cars had themselves. It felt like we were on the cusp of history being made.

It would take two years, but the circle was complete when Johnny Dumfries, Jan Lammers and Andy Wallace prevailed in 1988 – a season when Jag went on to win the World Sports-Prototype Championship. To the delight of the massed ranks, another victory came just two years later with Martin Brundle (always a Jag favourite with the fans), Price Cobb and John Nielsen.

The 1991 XJR-14 took the Big Cat's long-distance story onto a whole new plane with perhaps the greatest sportscar ever designed, from the fertile mind of Ross Brawn.

Jaguar's 1980s and 1990s rebirth in motorsport left fans with a lasting impression and, as you can read here, the book has yet to be closed. Indeed, with a fresh impetus behind the grand old lady of competition, those Union flag may well be set to be unfurled again. And that is something to make any British motorsport fan smile.

**Matt James**Editor, Motorsport News
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CTCRC Jaguar Challenge



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Berkshire Jag Components



Open to a wide range of Jaguar built and marketed Saloon and GT cars from the 1960's through to the Millennium.

The championship offers entry level club racing and caters for a spectrum of budgets from modified road cars through the classes to fully modified race cars. Equal championship points are awarded to the winner of each class providing the opportunity for someone with the smallest budget the chance

to win the championship. Classes are not determined entirely by engine size or weight but largely by the level of modification and tuning. Jaguar XJS & XK8 models are deemed GT Cars with some Trophies being awarded for Saloons and separately for GT's as well as for each class.

Remaining Championship Schedule

EVENTS:	DATE:	CIRCUIT:
5 & 6	28th May	Oulton Park (Full)
7 & 8	9th /10th July	Thruxton
9 & 10	13th August	Brands Hatch GP
11 & 12	17th /18th September	Snetterton 300
13 & 14	22nd /23rd October	Donington Park

The class structure is as follows

Class A Standard Saloon & GT

Class B Standard Modified Saloon & GT

Class C Modified Saloon & GT Cars

Class D Fully Modified Saloon & GT Cars

Class I Invitation

Classic Touring Car Racing Club

In 1974 a group of amateur racing drivers got together to form a club which would promote affordable racing for the popular saloon cars of the fifties and early sixties.

MG, Triumph, Jaguar and other sportscars had always been well catered for but the Austin A35, Morris Minor etc, had been left in the cold

for some time. Racing in those more relaxed times allowed owners to "arrive and drive" (only needing a crash helmet and licence to compete).

Times have changed somewhat since those days and so has the Club but the watchword in all the regulations is stability which ensures the return of competitors year upon year.

During the past 48 years the Club has evolved and expanded to now encompass seven championships.

Our races are divided by year of manufacture and therefore reflect the relevant period of British Saloon/Touring Car racing applicable to each era. Furthermore, each Championship or Series is sub-divided into classes depending on engine size.



JAGUAR SPECIAL

XJR-9 IS YOUR FAVOURITE RACING JAGUAR

The famous Silk Cut TWR Group C sportscar that in 1988 ended Jaguar's Le Mans victory drought is Motorsport News readers' Top Cat in our poll

A poll asking for your favourite racing Jaguar was always going to be a competitive and eclectic contest. But even so the victor – the Le Mans-winning XJR-9 of 1988 – doesn't feel like too much of a surprise.

There always is something about Le Mans of course, yet this car's patriotic triumph in 1988 was especially stirring. It was Jaguar's first Le Mans win since 1957, and the first in this celebrated endurance race since 1980 for anything other than what had long seemed insurmountable Porsche 956s and 962s.

And this win provided the crescendo of the famous determined Tom Walkinshaw Racing Silk Cut-liveried Group C effort, whose endeavours stretched back to 1985. Yes, Jaguar the previous year had already shown its wares by taking the World Sportscar Championship, but there's something about Le Mans as we said.

Motorsport News deputy editor Graham Keilloh said: "The results of this poll show that racing Jaguars from a range of eras are still loved today. The variation is striking: MN readers' top three Jaguars are from three distinct ages, plus it's not all about sportscars as tin-tops get a look in too.

"The results demonstrate also that innovation, again from a range of eras, is a major part of Jaguar's racing legend, as the ground-breaking D-type of the 1950s and the equally ground-breaking XJR-14 of the 1990s both nestle near the top. Thanks very much to everyone who took the time to have their say."

1 XJR-9

Result: 39.3%

Back in the 1980s at least one thing could be relied upon. A Porsche would win Le Mans. And win pretty much everything else in top-level World sportscar racing too. The tension was only around which Porsche.

That was until the Tom Walkinshaw Racing-Jaguar partnership and its Tony Southgate-penned XJR series.

In 1986, in Silk Cut colours, Jaguar won

a World Sportscar Championship race. In 1987 it won the World Sportscar title. Then the XJR-9 came in for 1988 and it immediately took Daytona 24-hour victory.

Yet in this time Porsche kept on claiming the biggest prize of all: Le Mans. You had to go back to 1980 for the last time it failed to do so.

With this it's little wonder Jaguar's

1988 La Sarthe win had such an impact. And it wasn't the most likely Jaguar of Martin Brundle – who'd win that year's championship – and John Nielsen that prevailed. Rather the cheeky #2 car shared by Jan Lammers, Johnny Dumfries and Andy Wallace immediately got in among the works Porsches.

And come the end it was still ahead, by less than a lap and with the car being held

in fourth gear, ensuring Jaguar's first Le Mans win since 1957.

The three surviving Jags of five even got together for a formation finish, as Union flag waving masses spilled onto the circuit.

It was one of six race wins the car took in winning that year's World Sportscar title double, defeating the equally formidable Sauber-Mercedes.

It is fitting that the Jaguar D-type is such an icon for the marque. It has, and in spades, all that you would most strongly associate with the Jaguar racing brand: successful, elegant and revolutionary. To top it all, this Jaguar even had a feline look.

The car had a successful and innovative predecessor in the Le Mans-winning C-type, but the D-type was still ground-breaking and drew heavily on aircraft technology. It introduced a magnesium alloy monocoque – developed from an alloy used on World War Two fighter planes – with its engine welded in, rather than a conventional tubular steel spaceframe. And, as we know, in time the monocoque would become the norm in top-level racing car design.

Its fuel tank was a deformable bag, another feature derived

from aircraft. And – most noticeably – the D-type benefited from sleek windtunnel-honed aerodynamics designed by Malcolm Sayer, who not inappropriately joined Jaguar from the Bristol Aeroplane Company.

The D-type's first go at Le Mans in 1954 was impeded by fuel filter problems, but the car's pace boded well for the future. And so it proved. The D-type won Le Mans every year from 1955 to '57 – the first of which was, of course, notorious – as well as took multiple other victories around the world.

Jaguar withdrew from motorsport at the end of 1956 but still in 1957's Le Mans the D-type in private hands took all of the top four finishing places as well as five of the top six spots.

2 D-type

Result: 18.0%



The D-type encapsulates what is great about Jag

Jaguar's 1988 Le Mans was a stirring triumph

The Jaguar XJR-14's numbers were as staggering as its look. On its 1991 Suzuka World Sportscar Championship season-opener debut, in qualifying it ended up no less than 2.5 seconds clear of the rest. At Monza's round two the margin grew to 4.3s. Come round three, Martin Brundle's Silverstone drive to third after a 10-minute delay is the stuff of legend. And it was haughty names such as Sauber-Mercedes and Jean Todt's Peugeot that the car left gasping. Even with a small budget and almost no development, the XJR-14 took the drivers' and teams' World titles.

It wasn't a matter of fortune. Group C's mammoth fuel-restricted machines were – amid controversy – replaced for 1991 with a 3.5-litre engine formula. This changed the game, as before reducing drag in order to eke out fuel mileage was king. Now raw performance would prevail, and for Jaguar no less a figure than Ross Brawn – who had freshly jumped from Formula 1 and Arrows – twiggled and thus created the new XJR-14. It was routinely referred to as an F1 car with bodywork, producing stunning levels of downforce and scarcely credible cornering.

Sadly the car didn't have an era. It rose when the World Sportscar Championship was entering a terminal decline. Jaguar pulled out at the end of that triumphant season.

3

XJR-14

Result: 11.2%



The high-downforce Jaguar XJR-14 left its rivals gasping

4=

XJ12C

Result: 9.0%



XJ12C: tale of what might have been

Motorsport isn't entirely a results business. Not when it comes to affection anyway. The Jaguar XJ12C tin-top is a case in point. It shows that we don't half love a poignant tale of what might have been. Or an appeal to the senses. On hard race results the XJ12C barely registered. But in the credit column the V12-engined machine was unapologetically brutal both in its flared look and its glorious engine note. And it was fast. Very. The race car was prepared by Ralph Broad's Broadspeed team to beat the likes of the BMW 3.0 CSLs in the European Touring Car Championship. And

on its mid-1976 debut, at Silverstone's ETCC round, the XJ12C in Derek Bell's hands immediately bagged pole with a best almost two seconds under the best Bimmer that was next up. But its subsequent in-race problems there were a portent. Throughout the 1977 ETCC campaign routinely it showed sensational pace and took pole only for something to stop or impede it before the race's end, with an oil surge problem particularly nagging. Come the year's end the project was canned, but memories of the car linger on.

Half a decade on from the abortive XJ12C venture, Jaguar in the early 1980s returned to top-level tin-top racing. And this time it was going to do it properly. The marque for the first time since 1957 marched back to international motorsport eminence, and did so with the start of its inimitable partnership with Tom Walkinshaw Racing. Walkinshaw, adopting his rugged and uncompromising approach both in his driving and his team boss duties, entered a V12-powered Jaguar XJ-S into the Group A European Touring Car Championship in 1982. It initially was a private effort, but the car company

officially got onboard after four race wins were claimed by the grunty TWR XJ-S during 1982, therefore making the potential plain. The newly branded TWR-Jaguar in '83 took five wins from 12 races, yet in a close battle Didier Quenter in a BMW still took the title honours. But glory was only a year deferred, as come '84, with the XJ-S now bedecked in full and splendid dark British Racing Green, Walkinshaw at last got the drivers' title, Jaguar had a sensational mid-season run of five wins in a row and Walkinshaw and Jaguar also bagged that year's prestigious Spa 24-hours.

4=XJ-S

Result: 9.0%



Green XJ-S had a glorious 1984, including its Spa win

JAGUAR SPECIAL

As the 1980s began, the European Touring Car Championship was struggling. Manufacturer interest was low and entries were inconsistent. A hardcore of amateurs had kept the series afloat, but something was needed to breathe life into it.

The governing body FISA had the answer as it introduced Group A regulations, with a production run of 5000 four-seater cars needed.

And those four seats were the key to an idea hatched in Kidlington by Tom Walkinshaw. Having won for BMW in the British Saloon Car Championship, having run the BMW County Championship in the UK and being associated with the Bavarian brand, it seemed surprising that TWR would look at taking on BMW, but Walkinshaw had his eyes on taking Jaguar back to Le Mans and the XJ-S was a good starting point.

Jaguar was unconvinced, partly by the unsuccessful efforts of Ralph Broad's XJ12C in the mid '70s, and also of Bob Tullius who was trying his best Stateside. Walkinshaw thus had to go it alone, initially at least, as a privateer with Motul backing and the project funded by national racer Charles Nickerson who raced under the moniker Chuck Nicholson in order to keep his racing separate from his Track Marshall tractor-making and Nickerson Seeds businesses. The black and red Big Cats hit the track for the 1982 season as Jaguar's management watched with interest.

Just one car raced in the season opener at Monza, and drivers Walkinshaw and Nicholson retired with a broken gearbox. Walkinshaw plonked it on pole for the next race at Vallelunga but it fell to third, still on the lead lap, behind a brace of BMW 528s. Expectations were high at Donington for round three of the ETCC but a holed radiator put paid to any dream result, and the car missed the race at Enna. Pole was taken at Mugello, where Walkinshaw was joined by Belgian journalist Pierre Dieudonne with whom he had won the Spa 24 Hours in a Mazda RX-7. The engine broke again...

The old, fast, scary Brno circuit was made for the XJ-S and it was here that Walkinshaw and Nicholson scored the car's first win and proved that the reliability was coming along well.

Second at the Salzburgring followed before a win in the six-hour race at the Nurburgring where Tom and Chuck were joined by Dieudonne. Win Percy joined the squad for the Spa 24 Hours, part of the ETCC for the first time since 1976, but the car crashed out. But British fans – and Jaguar management – had much to cheer at Silverstone. Not only did Walkinshaw/Nicholson win, but they headed home a one-two as a second car was entered for Dieudonne and Peter Lovett who was another regular TWR driver. Another 1-2 came at Zolder, with Walkinshaw/Nicholson heading home Dieudonne and Jeff Allam. It was enough to persuade Jaguar boss John Egan that motor racing did matter to Jaguar after all and that the company should be supporting Walkinshaw.

For 1983, the Jaguars were fast but still fragile but the championship became a

TURNING AROUND THE IMAGE WITH EUROPEAN TIN-TOP SUCCESS

Turning a four-door saloon into a head-turner on track. By David Addison



Ready to roar: Walkinshaw took 1984 ETCC drivers crown

BMW vs Jaguar fight. And not just on the track, as BMW protested the Jaguar's wheel arches for being too wide (similar to the Rover British Saloon Car Championship protest of the same year) while Walkinshaw protested the BMWs as being too wide in general. The Jaguars were declared legal as in the homologation papers was reference to a VIP model with just such a measurement...

On track, Nicholson stormed to second on a drying track in the last stint at Monza, while he, Walkinshaw and Dieudonne took third at Vallelunga. At a soaking wet Donington, Nicholson ran out of fuel on his in-lap and had to push the car down the pitlane, allowing the second car of John Fitzpatrick/Enzo Calderari/Martin Brundle to uphold honour with the win. Walkinshaw and Nicholson won again at

Enna, but Walkinshaw/Fitz could only manage third at Mugello as Nicholson was switched to partner Calderari and retired with a broken water pump belt. A win at Brno followed, as in '82, while a 1-2 in Austria (Walkinshaw/Brundle from Calderari/Dieudonne) suggested that it was advantage Jaguar. A gearbox drama on one and an electrical issue on another put pay to results in Germany but a win in Austria was followed by disappointment at Spa where the gearbox gremlins reared their head again. A broken axle also did for Walkinshaw's own entry. BMW made hay in the season's final two races, allowing Dieter Quester to win the title, but Walkinshaw vowed to be back.

For 1984, the white livery was replaced with a British Racing Green colour scheme with Jaguar written in white proudly down the side. This was certainly

a factory effort and only the title would do. And so it came, Walkinshaw now sharing with Hans Heyer whom he had poached from BMW, as Nicholson was shunted into a second car. Walkinshaw/Heyer won at Monza but in a wet-dry race at Vallelunga, they lost too much time with too many pitstops and took third. Nicholson and Percy won at Donington, Walkinshaw and Heyer ninth after Hans broke a wheel rim. "Chuck wasn't the fastest driver in our team," Percy recalls, "but he was quick enough and very gentle on the car. That is the main reason we won at Donington. All the other cars suffered brake problems."

They were second at Enna to the sister car of Calderari/Brundle, while a third win in a row at Brno fell to the team boss. He and Heyer won again at Zeltweg, but retired at Salzburgring with a cracked bellhousing but a 1-2 still cheered the mood as Percy/Nicholson headed home Calderari and David Sears.

Fifth at the Nurburgring and a win at Spa helped Tom and Hans to the title but the Jags were out of luck at Silverstone when a sudden cloudburst flooded the track. Nicholson crashed out in the Percy-shared car, which was written off as others piled into the wreckage, and Walkinshaw and Heyer were out with engine failure. Third at Zolder was enough to give Walkinshaw the title and Jaguar's first international championship success since the 1963

when Peter Nocker won the 1963 ETCC title in a Jaguar Mk2 and the final season for the cars in the ETCC as Walkinshaw turned his attention to Rovers in the ETCC and Jaguar's nascent Group C project.

Walkinshaw's season wasn't over yet. He headed to Macau where, now in JPS colours, he and Heyer scored a 1-2 on the unforgiving streets, but prior to that Tom had made his debut Down Under.

Over in Australia, John Goss had got hold of an XJ-S and was running it in the Australian championship which ran to liberal Group C regulations, far more modified than the European Group A regulations. Goss's car was a Jaguar-built 1980 chassis that ran at Bathurst in 1983 when Gossy shared with Bob Tullius.

For 1984, Goss asked Walkinshaw, who had helped to develop the car from afar, to drive and the car was clocked at a buttock-clenching 183mph down Conrod Straight. Walkinshaw was given the start duties, which for the Great Race would be from a standing start, not the rolling start used in the ETCC. This wasn't a good choice by Goss as Walkinshaw dropped the clutch, heard a bang as the transmission broke and another as two cars piled into him, blocking the track and stopping the race.

It was a sad end to Goss's car as it was the last season of Group C regulations. The car was rebuilt to Group A regs for 1985, for which Walkinshaw would be back under the Jaguar Rover Australia banner,



Martin Brundle was a favourite of TWR and took two XJ-S victories

"The XJ-S could clock 183mph at Bathurst"



Walkinshaw was left to finance the first Jaguar



Nicholson and Heyer's car leads its team-mates at the Nurburgring



Nicholson (l)/Walkinshaw

Four wins came in the Motul car's maiden year



The 1983 attack was supported by bosses at the Jaguar headquarters



Not only did Walkinshaw run the programme, he was quite a driver



The XJ-S missed out on glory in 1984's Bathurst

not as the hired hand but with a full-on three-car effort. Goss, by way of apology, was given a third car shared with Armin Hahne, but hopes weren't high. Goss and Hahne were given chassis 004, well used over the previous season and very much the orphan of the team. It travelled to Mount Panorama on a tandem trailer, unlike the other two cars that arrived in a transporter. Walkinshaw (sharing with Percy) took pole and led from Jeff Allam's XJ-S shared with Ron Dickson. On lap three, a stone pierced Allam's headlight and found its way into the engine, causing retirement.

Only one car had been ahead of Allam: Walkinshaw's. "They came with three, they now have two," said celebrated television commentator Mike Raymond as one car was pushed away to knowing looks from the Ford and Holden fans who believed that the cars would be too frail. Walkinshaw and Percy looked good for the win until a fractured oil line meant that the car had to take on cans of Motul at each stop and the delays dropped them behind Goss/Hahne. But they were in strife as well: the seat had broken early on, so they had to brace themselves

TALE OF THE TAPE: THE WINS

The XJ-S in European Touring Car Championship

P	CHAMPIONSHIP	DATE	DRIVER/CO-DRIVER
1	Grand Prix of Brno, Czechoslovakia	June 13, 1982	Chuck Nicholson/Tom Walkinshaw
2	Nurburgring, Germany	July 4, 1982	Chuck Nicholson/Tom Walkinshaw/Pierre Dieudonne
3	Tourist Trophy, Silverstone, England	September 12, 1982	Chuck Nicholson/Tom Walkinshaw
4	Zolder, Belgium	September 26, 1982	Chuck Nicholson/Tom Walkinshaw
5	Donington Park 500km, England	May 1, 1983	Martin Brundle/John Fitzpatrick/Enzo Calderari
6	Pergusa 500km, Enna, Sicily, Italy	May 15, 1983	Chuck Nicholson/Tom Walkinshaw
7	Brno Grand Prix, Czechoslovakia	June 12, 1983	Chuck Nicholson/Tom Walkinshaw
8	Zeltweg 500km, Osterreichring, Austria	June 26, 1983	Martin Brundle/Tom Walkinshaw
9	Salzburgring 500km, Austria	July 17, 1983	Chuck Nicholson/Tom Walkinshaw
10	Monza 500km, Italy	April 1, 1984	Hans Heyer/Tom Walkinshaw
11	Donington Park 500km, England	April 29, 1984	Chuck Nicholson/Win Percy
12	Pergusa 500km, Sicily, Italy	May 13, 1984	Martin Brundle/Enzo Calderari
13	Grand Prix of Brno, Czechoslovakia	June 10, 1984	Hans Heyer/Tom Walkinshaw
14	Zeltweg 500kms, Osterreichring, Austria	June 17, 1984	Hans Heyer/Tom Walkinshaw
15	Salzburgring 500km, Austria	July 1, 1984	Chuck Nicholson/Win Percy
16	Spa 24 Hours, Belgium	July 28-29, 1984	Win Percy/Hans Heyer/Tom Walkinshaw

against the transmission. Despite the seat effectively having no backrest, Goss still won and set fastest lap. Walkinshaw was expected to come back in 1986 to take the win that eluded him, but a monetary disagreement with the organisers meant that he took the cars to Mount Fuji instead and then to the Wellington street races in New Zealand. The Jaguar's time was almost up. It was getting old and the modern technology of the BMW M3 and Ford Sierra Cosworth was around the corner, but equally Jaguar had its sights on Le Mans and was working,

with Walkinshaw, on a Group C project. The racing XJ-S, of which just seven were built, was consigned to history, but Percy remembers the car fondly. "It was no good driving it at anything other than 10 tenths. You had to really work the car and it would reward you. It was from an era when Jaguar was struggling and undoubtedly the results that the car had in Europe and Australia helped to keep the company afloat." Walkinshaw also helped produce a high-performance road-going version of the XJ-S on Jaguar's behalf. Unquestionably the XJ-S is a

significant car in Jaguar's motor racing heritage. Not only did it pave the way for Jaguar to come back to sportscar racing, it ticked many other boxes: it gave Jaguar its first international crown since 1963, it took Tom Walkinshaw to a well-deserved title and it helped to propel many of his drivers, such as Jeff Allam, Win Percy and Armin Hahne, on to an international stage. And, it sounded fantastic and that V12 howl took over Europe for three glorious seasons. In what was a golden age of the European Touring Car Championship, the XJ-S took centre stage. ■

JAGUAR SPECIAL

WIN PERCY:

FROM A FARMER'S LAD TO A PROFESSIONAL JAGUAR RACER

Paul Lawrence put the questions to one of Britain's leading sports and touring car racers of a generation, a man who enjoyed every moment of his career



Percy was a sportscar and tin-top ace

Win Percy is Jaguar through and through. Although the now-78-year-old enjoyed success with a range of manufacturers, Percy has an enduring passion for Jaguar from a racing career that took him from a Ford Anglia in autocross events to Jaguar XJ-S touring cars and Group C Jaguars at Le Mans.

He was a three-time British Touring Car Championship winner and sustained a professional career for more than 20 years. He emerged from a 240mph airborne accident at Le Mans in 1987 without a scratch.

Tragically, at the age of 58, he suffered a serious back injury in his garden and a major surgical blunder left him paralysed. With typical determination, he regained some mobility but his racing days were over.

He now lives in retirement in Spain, where Motorsport News caught up with him. As ever, Percy was a complete gentleman and answered readers' questions about his remarkable life with his unmistakable Dorset accent and typical good humour.

Question: *What was your early life like?*

David Jones

Via email

Win Percy: "I was born just outside the village Tolpuddle in Dorset in a little hamlet called Rogers Hill. I never did find out why it was called that. My father did everything farm workers ever do and when I started to grow up he was a shepherd. We were farm workers and they had shire horses and I remember being hoisted up on top of them.

"I remember sleeping in the shepherds' hut when they were lambing, then my dad went into the dairy. I left school at 14 because I was told I was a waste of space. They said: 'Why don't you go and work on the farm because we find it difficult to teach you?' I was more interested in physically doing something.

"I had unbelievably lovely parents. There was no real money but, you know, that wasn't the important thing. My dad told me that: 'You'll get on in life, my boy, if your yes means yes, your no means no and your handshake is as good as a signature. If you remember those things, my boy, you'll get on well.' They were just lovely parents, they didn't want money, they just wanted their kids. Me and my sister, she was two years younger than me.

"So when I left school I automatically went straight down the farmyard and started doing things there. What I loved was working on the tractors there when there was a problem. I could just get on and enjoy working with the cylinder head off, repairing the exhaust system or



Percy said he loved racing the XJ-S

doing something and I loved it, I absolutely loved it.”

Question: What was your first job?
John Stayte
Via email
WP: “The natural progression was getting a little motorbike, an Ariel Colt, which wasn’t the quickest thing in the world. And I started going into the local garage in Tolpuddle. Within a few trips, the owner would say: ‘Winston fill it up yourself.’ So I’d go in, give him the money, or he’d say: ‘I’m busy, put it in the till.’ And it was that sort of trust. Then one day he said: ‘You ought to do an apprenticeship, where you can come here and we’ll do the five years for you.’
“And I said: ‘Oh well, I don’t know if my father and the boss on the farm would like that.’ He said: ‘There’s no need, I’ve already spoken to them and you’re starting on Monday.’
“To be honest, that’s how my life’s been every year. Something new has come about, something incredibly lucky.

“I saw an XK140 and said ‘One day, I will have one’”

Win Percy

I’ve been incredibly lucky in my working life and racing life.
“The garage owner couldn’t afford to keep me after I got married, and I was just on the five years. So I got married in 1965 and I’d started for him in 1960. And he couldn’t afford the wage and by then they were talking about a bypass for Tolpuddle, which is there now. We wouldn’t have got the through traffic or anything for the petrol station.
“One car that used to come in there for fuel regularly, was a Jaguar XK140. I used to look at this thing as we put the fuel in it and I thought: ‘Winston, one day you’re going to have a car like this’.”

Question: How did you get into motorsport and racing?
Steve Sanders
Via email
WP: “The motorsport interest just grew and grew from joining the local Woolbridge Motor Club in 1961 when I was old enough to drive.
“A Morris 1000 was my first proper car, then a 105E Anglia and that’s what started the motorsport. It was also the car that I drove to work every day, working in the Renault garage in Weymouth. I’d married Rosemary and we were living in Weymouth. It started off as a 997cc Anglia and it would do Saturday night rallies with Woolbridge and it would do Sunday autocrosses.
“It would get me to work and back in the week but then it got a bit more serious and it had to go faster. So it progressed from 997cc to 1200cc to 1350cc, and it was still on a three-bearing crank. So if you wanted to go bigger, you had to get a block that would take 1500cc, which was a commercial block.

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Win Percy (left) won his first Spa 24 Hours in 1984 alongside Tom Walknshaw and Hans Heyer (right)

JAGUAR SPECIAL



Percy's 1986 challenge at Le Mans lasted 154 laps

"We honed it out to 1500cc and then 1650cc and then we were getting very close to the bores. Often you'd get water creeping through into the oil, but you could do an autocross event or two, before you had to worry too much. You had to drain the water and oil after every event after a while.

"Then it got the 1650cc twin-cam head popped on top of it and that was the Player's No6 autocross days. The red car park at Silverstone, which was at Club Corner, is where we finished the Players No6 season and I won the class there. Luckily, my mother-in-law had a business and there was an account with the Ford garage and I was allowed to put my bits and pieces on that.

"We couldn't have done it otherwise. Luckily, my wife Rosemary not only supported me, but she was just as quick in the car as well. She always won the ladies class when she competed. That was before her love of horses took over and my racing got more serious."

Question: When did you break into racing?

Sue Davis

Via email

WP: "The trouble was that I was 30 years old before someone trusted me or gave me the chance to drive in a proper racing championship. There was a spell when I had a little MG Midget and did some races

and then a Datsun 240Z doing the occasional sprint or race. Spike Anderson of Samurai, who is now quite close to me here in Spain, used to do hillclimbs and sprints.

"I was beating his customer car with a driver that he respected. And he said: 'Winston, next year we want to put a car into the Blue Circle Modified Sports Car Championship. Would you drive it for us? We haven't got a lot of money.' I said I'd love to and that year we beat the Porsches of Nick Faure and the AFN cars. We won the class with 'Big Sam'.

"Then Samurai was offering the chance of going into British Saloon Cars with the Toyota Celica. Spike asked if I'd do it, and I said yes. Apparently, I didn't know at the time that it was Toyota that said we'd like that guy Win Percy to drive for us. The first race was at Mallory Park, in very changeable conditions against Bernard Unett who was the main opposition. There was Tony Dron in an Alfa and Unett in the Avenger.

"I had a fantastic race and I dived with this Escort the whole time. I couldn't get by but it was so much fun. The guy could drive, I could see that, and I just took to it. After the race, the team was crowding around me saying well done. This stocky guy pushed himself through the crowd and said: 'Win's a funny name.' I said: 'Well, it's Winston.' He said: 'You're very good.' He said: 'One day I'll have my own

racing team and you'll drive for me.' We shook hands and he walked away. That was Tom Walkinshaw and he was in the two-litre class above me. Obviously, he was impressed and that was how I met Tom.

"I started to realise I could earn a living from racing. And I must be honest, it was never a big living. But it was a living and I just loved doing it. Once I was in the car I was in my element. I was in a world of my own. It was just a funny feeling."

Question: What are the stand-out highlights from your years of racing?
Jason Worthing

Via Facebook

WP: "Winning the Spa 24-hour, especially in the Jaguar within two years. We did two years with Mazdas and one with Vince Woodman and Jonathan Buncombe in the Capri in 1979. It was 1980 and 1981 with the Mazda RX-7s. They were fun to drive but you were running class cars.

"Tom's thoughts were that it takes two or three years to win a 24-hour race as competitive as Spa was. The first I'd seen of that was the XJ-S at Spa. It was the same with him and the big Jaguars at Le Mans.

"I did 11 Spas in the end and absolutely loved the race. You get into a rhythm. My dream one day was for the guy with the pit board not to have to change it by a second.

One year I managed to do eight laps in the night with the Rover with exactly the same time and I was really pleased with that.

"The Spa 24-hours with the XJ-S was incredible. It wasn't until many years later that one of the people that had been at Jaguar for years told me something important. When I was disabled and at my benevolent night at Jaguar he explained to me that not only did you guys win the race but what you must remember is that we were in trouble with Jaguar at the time. 'The success you guys had that year with the XJ-S and then winning Spa probably saved our kids' schooling and our mortgages' he told me. 'So you were having fun and getting paid and we were going to get paid and keep our jobs and it meant a lot.' He thought I might have not realised it at the time, and I certainly didn't. It brings it back to reality how other people can be affected by what you do.

"The other highlight would be Le Mans with Jaguar. It's the one thing that I regret, the way that I never was given the chance to do Group C properly. Tom Walkinshaw just didn't want me to get involved. He just wanted to keep me doing the touring car work that he did. He allowed me to do Le Mans once a year, probably the most difficult race of all, which is a bit odd, really. But we can't talk to him about it, sadly."

Question: What happened at Le Mans in 1987?

Paul Jackson

Via email

WP: "The year before, in 1986, we were running second, I think, when the driveshaft went well into the night. When we went to Paul Ricard testing, we'd reached about 210mph on the old Signes straight which is now totally ruined.

"We'd measured the height of the car, and we were happy with the height of it. The driveshafts had to run parallel. So everything looked good. We got to Le Mans, where it was doing 230mph.

Martin Brundle went out and came back in and the tyres had completely worn through the top of the bodywork. The pressure on them at that extra speed was too great so they had to raise the car.

"The only trouble with that was the driveshaft didn't like that. So at every stop for fuel a guy was crawling under the car and pumping grease into them. It was really going to end anyway and sadly mine went when running really well.

"At the Porsche Curves it threw me up the escape road. I got out of the car, took the bodywork off and explained to the boys that there was no way in the world that I was going to be able to repair it. We actually had a kit on board to try and put the knuckle joint back together with a huge metal tie-wrap so that we could then creep back to the pits. But it had just done so much damage when it fell off of at speed that there was nothing I could do. So they sent a motorbike out to get me and someone stopped by the car. Otherwise, where it was was very close to the spectators. So that was 1986.

"In 1987, on the way over, Tom said to me you're going to practice and you're going to qualify but I actually don't want you to race. Jan Lammers and John Watson are going to race and you're going to be there if needed, but I actually don't want you to race and he wouldn't tell me why.

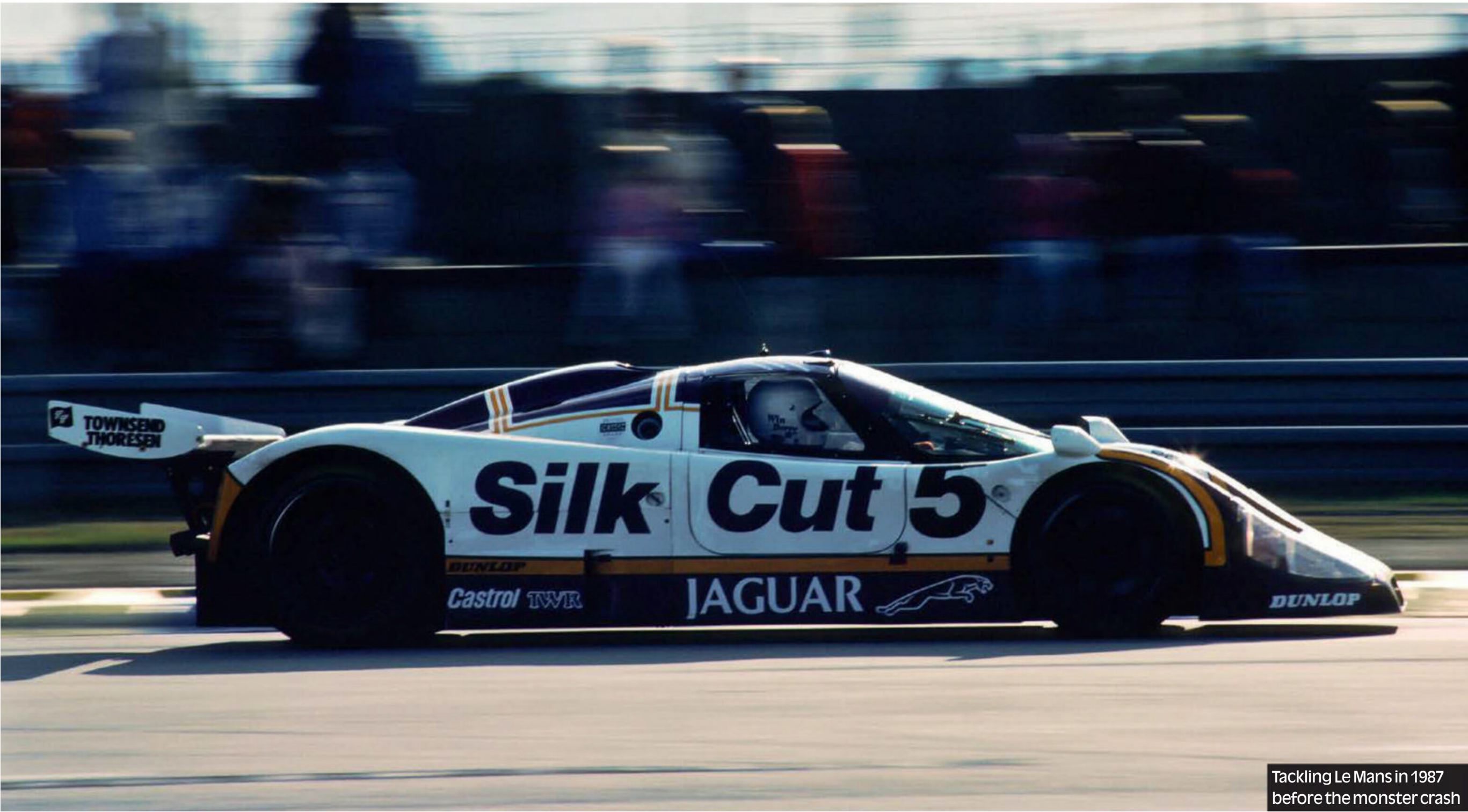
"Anyway, during the night, I'm afraid John had had enough. He probably shouldn't have gone that year. And they said: 'Winston, we want you to go to the physio. Jan's doing an extra stint and John doesn't want to go in the car. So we need you.' I said: 'Great, I'm happy'. So I got ready and then got in the car. Whether I touched the brake pedal getting in or not, I don't know. The guys were changing the pads and pistons and it popped a piston. I sat in the car for quite some time. "They I actually went out feeling as happy as could be, and then round back of the circuit there was a crash. I tried as hard as I could to go as far over to the other side

"I regret not having the chance to do Gpc properly"

Win Percy



West Country man Percy has been a visitor to Goodwood events



Tackling Le Mans in 1987 before the monster crash

of the road to go around it and slowed right down. Then away I went again, and hopefully the tyres hadn't picked anything up. Unbeknown to me, the marshals afterwards told me that the car was bottoming out as it went onto the main straight. Would I have been more aware that there was a problem if I'd been in the car regularly? That's something we will never know.

"The other thing we'll never know is that we had a Formula 1 fuel set-up on the top of the dash that had been converted and there were four sensors, one to each tyre, inside the body.

"If the temperature went above the suggested running temperature, a light would come on in that corner. If the temperature was galloping up, then you had a problem. If the light didn't come on, you kept your foot flat, as we were there to do. The light didn't come on, so I was still flat. It bucked a couple of times but I couldn't ever reduce from 237mph to a speed you could crawl at quickly enough. The tyre exploded, it took the bodywork off and took the wing off.

"So you had all that downforce in the front, nothing in the back. So I just did what you would do in an aircraft and just curled up in a bowl, as there was nothing I could do. Already the car was off the ground. I opened my eyes I was above the 40-foot trees, just literally rotating in the night sky. And I thought 'Winston, it's going to really hurt' and it crashed once on the right, once on the left, over on the right, around the kink. It actually tumbled for 600 metres and stopped on its bottom and my helmet was worn through to my hair where it had gone on its side without the door. Everything was off it. It was just the tub, me and what was left of it.

"Martin radioed in to say: 'I think it's one of ours because of the bodywork and it looks like an aeroplane crash.' I literally undid the belts, looked heavenwards, said thank you and walked away. Not a scratch.

"Alan Jones had had an engine blow up and some of the Toyota guys were at the

side of the track. They gave me a lift to where a very white Walkinshaw was waiting. He told me to go and rest and get some sleep and wait for the shock to hit. I'm still waiting. Anyway, he came and sat down with me afterwards and I said: 'I'm so sorry but I had no warning.' He said: 'We didn't realise that the marbles off the race track had completely covered the sensors over. So we should have been cleaning those sensors every pitstop. We had no idea and you wouldn't have had any warning at all. Now I'll tell you why I didn't want you to drive. I had this awful dream that one of our cars was going to crash and the driver was killed. And it was you.'"

Question: What was it like racing with Tom Walkinshaw?
Polly Fletcher
Via email
WP: "I don't know what to make of Mr Walkinshaw, I really don't. He had some amazingly good points and he was a good friend. But he was an unusual character. He was very, very determined.

"I don't really know why but, at times, he really did upset me. He was very single-minded about life and I always knew that I was going to have a good car. Whatever I raced for him, it would be as good as anybody could give you. But racing for Tom wasn't easy. It's like when he offered me the seat with him in the XJ-S. In 1984 he said that Germany had put so much money into the kitty for this and Jaguar Germany said that Hans Heyer had to be his co-driver.

"He said I will be with Chuck Nicholson. That was the car that gave me the Jaguar drive. When he decided to have me with him in his car, we were at Silverstone one day doing some testing.

"He said: 'Have a go in my car, Winston.' I said: 'OK.' I got in it and I said: 'Can I please put the seat back?' 'No, you have to drive it where the seat is.' My legs were up in my chest and it was like driving a NASCAR but he wouldn't have it. So

anyway, I did three laps and came in. I wasn't allowed to see the time. I'd already agreed with one of the mechanics that if the times were good, he'd put his thumb up. If they weren't, he wouldn't bother. So it was up to Tom to say whether I was going to drive with him or not. And that was it. That year doing the long-distance races was just amazing. I just loved them so much. We went to places like Bathurst and Fuji."

What was the Group A Jaguar XJ-S like to drive?
John Rogerson
Via email
WP: "Well, to be honest, it wasn't easy. It was a car that you had to get hold of and tell it what to do rather than let it tell you. For that first year with Chuck Nicholson, Tom would not have power steering or power brakes. It was so physical and demanding. Then if you did a long stint in the car your left boot would just go to a crinkle on the side because the gearbox was so close to the bodywork.

"It was absolutely red hot. Of course you ought to take it off and put it on the footrest. But when you were really concentrating and having a real go at it, your foot just kept brushing off and resting on the metalwork. There was something about the car, the roar of the engine and the feel of it. And to get hold of it and drift it was just a fantastic feeling.

"I remember the old Brno road circuit in Czechoslovakia. We did that for three years or four years, one year with the Jaguars and then the Rovers. The Jaguar around there was amazing.

"You went through a village as you turned left and if you had a big car sideways, you almost filled the road. After one session, one of the mechanics said to me: 'You've touched somebody.' I said: 'I don't think so.' He said: 'You've got a curve in the front left wing.' I had no idea where it came from. So he painted the green back in. After the next practice session he said: 'You've done it again.



Percy's first British Saloon Car Championship came in a Mazda in 1980

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JAGUAR SPECIAL



Winning at Spa with Eggenberger in 1989



Percy and Walkinshaw had a colourful – but successful – relationship

Who are you're touching?' Then I realised what it was. We we're coming down the hill, this long, sweeping left hander and you could be so accurate with the car that I was touching the armco and rubbing the paint. The car was so predictable as long as you got hold of it. That was amazing. Fantastic. That was Brno and I absolutely loved it. My love of the XJ-S was second to none."

Question: How far did Tom Walkinshaw push the rules?

Clive Wilkinson

Via email

WP: "Well, of course he did that and everybody else did. I don't believe he pushed them any more than any of the top teams. Anything they could get away with. I drove for one [saloon car] team one year and I had a road car but I was asked not to put the road car too close to the race car at any point. You had no idea how different the body shape was and the size of it. I think my strength as much as anything was being a mechanic and understanding the mechanics."

Question: Tell us about the European Touring Car Championship race at Donington in 1984 in the XJ-S...

Andrew Loveday

Via Twitter

WP: "The rules didn't say that a co-driver had to do so many laps. So I started the race and Tom was a bit heavy on the brakes, and so was Enzo Calderari and that hairpin before the startline at Donington really punished the brakes on the Jaguars. Tom ran out of brakes and Enzo ran out of brakes and it was only me that could make them last."

"I thought this is unreal. With all the fans here and all the Jaguar people and I'm the only car still competitive. This was worrying, but I did my stint and I was leading. I came in for Chuck Nicholson to take over. I got out it and was a hot day as well. I got my helmet off, grabbed a bottle and Tom shouted to me

that they were putting me back in the car.

"Anyway, on his out lap Chuck got a puncture. So poor Chuck is heaved out of the car and I'm put back in it, and I honestly can't remember whether the Donington 500 is 130 laps, 150 or 160 [it was 160]. Anyway, I'm back in the car and I'm still sweating and off I go."

"So I did a second stint and it needed another stop for a guzzle of fuel and I'm ready to undo the belts. Then Tom came on the radio and said: 'You're staying in the car Winston, don't get out! So Chuck did one lap and I did 100 and whatever. There wasn't a rule to stop that. I must have been pretty fit in those days because I've got a picture of me being slapped around by everybody when I got out of the car and enjoying it and I looked as calm as a cucumber. I just wish I hadn't been 30 years old before someone gave me the chance to go motor racing."

Question: What happened when you damaged your back?

Sarah Roberts

Via email

WP: "I hurt my back trying to lift something heavy in the garden. I was 59 years old and just coming up to 60 and a foolish man assured me he could fix it. I had some very nice people, including Martin Brundle, telling me to wait as a helicopter was coming to take me to London and our local surgeon, who I actually sort of knew, assured me he could do it."

"I didn't want to be moved. It was a prolapsed disc and he operated on the wrong one at the wrong level and then they had to go back in the following week because they realised he'd made a mistake in a big way. I was paralysed totally. They punctured my spinal cord and did all sorts of damage. They told me I'd never walk."

"But I do walk with sticks and frames and I drive and I enjoy my Jaguar F-type which I absolutely love. It's a three-litre F-type, the very first one in Spain I think. It's 11 years old and done 20,000km and I

just use it on lovely classic runs by different clubs. We've got three clubs including the Jaguar Enthusiasts' Club."

Question: How did you get on moving to the British Touring Car Championship [Percy returned with Nissan in 1993]?

Roger Burtenshaw

Via Facebook

WP: "I didn't enjoy that at all. I couldn't get on with front-wheel drive. Young Kieth O'dor sadly died in one of those cars. He was a lovely young man and very competitive. They were a lovely, lovely family. I could chase him but I couldn't beat him and that was the only year of my life that my co-driver, and indeed my friend, could actually show me the way. I didn't mind that, I just couldn't get on with it and I didn't enjoy it."

Question: How did the Win 1 number plate come about?

David Addison

Via email

WP: "I started using it on my Anglia in autocross, I don't know why. Some of the race cars, including Big Sam, had Win 1 on it and Toyota allowed me to keep it on the Corolla on a big number plate and Tom Walkinshaw protested it. He said it was an aerodynamic aid!"

Question: Didn't you turn down Walkinshaw one season?

Russ Burnell

Via email

WP: "I will tell you a story where I used my dear dad's advice about a handshake being as good as a signature. When I got out of the Mazda RX-7, after the second year at Thruxton, having won the championship, Tom Walkinshaw said: 'Well done.' He slapped me on the back and said: 'It's a shame I've got nothing for you next year.'

"And you know, my heart just sank. I felt that I'd given my Toyota people the heave-ho and now you're now telling me after two years being with you, you've got



Percy's last race was in a D-type at Silverstone in 2003

nothing for me. I packed my bag, left it in the motorhome and went down the pitlane and there was Mike Copeland from Toyota and he said: ‘What’s wrong, you’ve just won the championship?’ I said: ‘Apparently, Tom’s got nothing for me next year.’ He said: ‘We’ll take you back: it’s the Corolla for next year and Hughes of Beaconsfield are going to run the team: it’ll be a good car.’ So we shook hands.

“I went back to the motor home to collect my bag and Tom said: ‘You need to sit down and we’ll talk about this Rover for next year.’ It was his way of knocking my price down. I said: ‘Tom, I’ve just signed with Mike Copeland at Toyota and we’ve shaken hands on it.’ Tom said: ‘Well go and unshake on it.’ I said: ‘I can’t do that.’ He said: ‘Are you serious, you’ve got a Rover.’

“I said: ‘I’m sorry. It hurts because I’d love the Rover but I’ve shaken hands with Mike and I’m not going to go back on it.’ And he just looked at me and his jaw dropped. He couldn’t believe I but I wouldn’t do it. He then took me to Spa with the XJ-S in 1982 and ’83 before the full drive in ’84 and the people at Toyota were fine with that.”

Question: How was it racing for the Eggenberger team?
John Stanley

Via email
WP: “Every year of my life, prior to

December, I was offered drives. Now, they’d probably laugh at the wages, but they were really good drives like when I raced for Eggenberger. After half a year with the XJ-S in 1984, Rosemary Eggenberger came over and said: ‘Herr Eggenberger wants to offer you a drive for next year.’

“I always wanted to drive for Rudi and it took until 1989. Tom wanted me to go to Australia, but the cars weren’t ready. I came home for a break and Rudi offered me the Nurburgring and Spa 24-hour races in the Sierra RS500. At the Nurburgring we were half a lap ahead of everybody in the night, going down that long straight by the road. The little cars had agreed to separate if we flashed our lights at a regular interval. So I’m howling down the straight and they separated and in the middle of the road, just under the bridge just before the kink there was a wheel in the road and I hit this wheel at 200mph. It went up in the air and took the bottom off the car. My legs were up in the air because I kept them up when I saw it. I couldn’t do anything and if I’d tried to swerve it would have been worse. Anyway, it went over the wheel, landed and then went all down the barriers. Eventually, I was taken back to Rudi and I said: ‘Look, can I explain?’

“In his broken English he said that there was no need, he understand the situation and as long as I was OK that was fine. We would have walked that

race. The car was amazing and it was more like driving a Group C car because you could turn the boost up and it was magic. Then we went to Spa and won there, by about three laps I think, so Rudi was happy. Going up through Eau Rouge it was dancing just like a Group C car. It was a pleasure to drive. I’d driven Andy Rouse’s car in the grand prix support race in 1988 and had won that as well.”

Question: Did you enjoy racing the Jaguar D-type?

Ben Harris

Via Facebook

WP: “I’d driven Penny Woodley’s car for a year with Don Law. Every year, something would come up like the Harrier LR9. I could win British GT races with that Harrier. It was an amazing car with a two-litre turbocharged Ford engine and I had a lovely year racing that.

“I’ve had a very gifted life so although I’m disabled now, I’m not bitter or angry or anything. We had a good year with that D-type and I loved it. We came second at Goodwood but couldn’t beat that little Ferrari Dino which was just too quick. I also raced Nigel Webb’s D-type, which he bought at auction at Rockingham. He asked me if I’d like to race it. I said: ‘Well, I do get paid’. He said: ‘OK no trouble.’ I said: ‘You really need someone to prepare it, you can’t just race it.’ He said: ‘OK, who would you get?’ I said: ‘Well, Don Law, I

suppose.’ So that’s how it all went.

“The last race I ever did was the support race at the Silverstone British Grand Prix in 2003, a week and a half before my back went. It’s an awful thing to say as that D-type is worth millions and my Anglia was a worth a few hundred pounds but it was like driving the Anglia, drifting it on narrow tyres. And that’s where I grew up, drifting.

“Keeping your corner speed up and keeping the speed flowing is what you had to do with those cars. When I did the Le Mans Classic race in the D-type, I was in the paddock afterwards and this Frenchman came looking for me. He came up and bear hugged me. He said: ‘I was down at Porsche Curves and you were just like Mike Hawthorn, amazing!’ He was so enthusiastic and I thought I couldn’t be given a greater accolade. To win all four races that weekend was very special and Nigel was a very good friend.”

Question: Did you like the time you spent in Australia?

Tom Evans

Via Twitter

WP: “From when I first started going out to Australia I really liked it. The first time was with Tom Walkinshaw in 1985. He said: ‘Come with me, maybe someone will give you a drive. Come on, I’ll treat you to the trip.’ He was there to drive a customer’s Jaguar. So I went and I loved it. I loved Bathurst. I went every year after that until I retired in the 1990s.

“The first year I got there it was discovered I’d come from a place called Tolpuddle. Of course that’s where the martyrs came from. Judge Jefferies decided that rather than hanging them, they’d send them to Australia as that was a bigger punishment.”

Question: What does Jaguar mean to you?

Tony Edgethorpe

Via email

WP: “A hell of a lot. As I said the XK140

that I love so much was the car that, as a young kid, I dreamed of owning. Jaguar meant a lot to me. Jaguar was my love and my life.

“Let me say something about XJ220s as I raced Don Law’s car. When I came back from Australia, I went up to his farm to speak to him. He put me in the 220 because he wanted to give it a blast around the countryside. We went up his drive, which was a very long drive, and there were big gates and then a main road. What he was doing was going as quick as he could up the driveway, and then see if he could brake late and pull up at the gate. We went a little bit too far and he said: ‘Well, Winston, we’ve got to either improve the brakes or I’ve got to brake earlier!’

“I remember when I went back from Tom’s office at the end of 1983, knowing I had the XJ-S drive for ’84, not a Rover, I got home and I said to Rosemary: ‘How good does this get? I’m a works driver for Jaguar and I’ve got a company car. This is it!’

“That benevolent night they put on for me, they were wonderful. They put on the benevolent night at the factory for me because I didn’t have any money.

“Sarah, Duchess of York, used to come to the hospital to see me with a friend of hers. And she flew up there and put on Jaguar overalls for the event.”

Question: How is your life in Spain now?
Steve Wardle

Via email

WP: “We had a beautiful home but we were fighting a court case for four years. We eventually settled out of court because we couldn’t risk going to court. It wasn’t a huge settlement and then we sold the home and came to live in Spain.

“I love it here. And obviously, losing my lovely wife Rosemary with cancer last year, after 57 years of marriage, I can’t get over it. But my lovely daughter is here. She lives in the apartment down below with her son, so I’ve still got someone close to me that loves me.” ■

“For me, a handshake is as good as a deal”

Win Percy



Life was tough in the BTCC for Nissan in 1993

JAGUAR SPECIAL

HOW TOM WALKINSHAW REIGNITED THE JAGUAR RACING PASSION IN SPORTSCARS

Sam Smith talks to a man who was at the forefront of Jag's long-distance successes, Craig Wilson



Teo Fabi, ahead here, went on to drivers' title in 1991 in XJR-14



The Jaguar XJR-11, here at Spa in Brundle's hands in '90, was a winner



Tullius was the first to bring the Jaguar name to endurance racing

The story of how Peter Brock unknowingly influenced Tom Walkinshaw's epoch-defining 1980s and early 1990s heyday with legendary Jaguar projects is just one never-before-told fascinating strand of Jaguar's racing heritage.

Its unofficial narrator is a man still imbued in racing with the Big Cat and is the only senior player that straddles the Group C glory days to the current sparky quests for Jaguar to take a first World championship since 1991 when Teo Fabi and the Silk Cut Jaguar team claimed World Sportscar Championship honours.

Three years previously, while Johnny Dumfries, Andy Wallace and Jan Lammers stood beneath the famous Le Mans clock and savoured a sea of Jaguar fans, at the other side of the world, that same man, one who would straddle the last 34 years of Jaguar history, was preparing to board a flight from Australia to the UK to begin that very adventure.

His name is Craig Wilson, who began work as production and engineering manager at Jaguar Sport in June 1988. When he entered the modest offices on that unremarkable but now legendary Kidlington industrial estate, the Le Mans winner's trophy sat gleaming on the front desk.

Thirty-four years on and Wilson is doing the same thing. Yet, this time it is as the race director of the Jaguar TCS Formula E Racing Team and CEO of Williams Advanced Engineering, after Mitch Evans has scooped a double win at the Rome E-Prix.

It's a far cry from those 'Kidders' office days when he came to the UK after beginning his career as an engineering technician for the Perfectune Automotive company that was founded by legendary engine guru 'Dyno' Dave Bennett in 1963.

Wilson's dealings with legends didn't stop there, however. There was one other significant figure in his early career.

"I started with Toyota but then I worked for a company that did a lot of development for Peter Brock, so I started in touring cars," Wilson tells Motorsport News.

The relatively unknown connection between Peter Brock and Walkinshaw was significant in the 1980s, through, if anything at all, just sheer ideology and business foresight.

"What Peter Brock had done with HSV [Holden Special Vehicles] through modifying the Holden Commodores, and performance versions of the Commodores, and that was so successful helping to promote the brand, I think Tom saw that and thought 'hang on, we could do the same thing here with Jaguar'," says Wilson.

Wilson was employee number three at Jaguar Sport and the first product he worked on was a special celebration model of the XJ-S to celebrate the win at Le Mans that year. Subsequent models followed including a monster

Brundle's Silverstone drive has gone down in folklore



six-litre version and then the XJR40. Jaguar Sport had just been launched on the back of the success in sportscar racing that came in 1986, after then Bob Tullius-generated kick-start in the early 1980s caught the attention of Tom Walkinshaw who had campaigned the Jaguar XJ-S on a frayed shoe-string of a budget in the Group A-flavoured 1982 European Touring Car championship. The following year chief executive John Egan and the Jaguar board backed TWR, and they were officially endorsed by the Big Cat for 1983. That turned in to a convoluted Group C programme by 1985 when Martin Brundle, Mike Thackwell and Jean-Louis Schlesser showcased the XJR-6 at Mosport Park in August of the same year. “Tom had struck up a strong relationship with John Egan at Jaguar, and he was very much wanting to promote Jaguar, to give them a platform,” recalls Wilson. “In typical Tom fashion he thought if we go motor racing, rekindle the Jaguar of its heyday, then it would all work. He just really saw an opportunity with sportscar racing, he was a visionary like that. “You’ve got to remember that Tom was all about wanting to progress the racing, so it was a business opportunity. Egan wanted to promote Jaguar and build the brand. “Whether, even at that point, he thought ‘prepare it for sale’ I don’t know. But obviously two years later it was sold. “It may well have been in an angle which is to get it prepared for sale, I don’t know that to be fact but what I do know is that TWR could also bring all the sponsorship [Silk Cut] to help.” When Ford bought Jaguar cars in 1990 they brought that Jaguar Sport business back in house, because according to Wilson “a lot of it was developed, so we could build it on the [production] lines anyway.” “At that time, Ford also owned Aston Martin, and they’d owned Aston for three years, they hadn’t made a success of it, and their shareholders were all concerned that there’s this little British boutique car business –Aston Martin –now you’ve just gone and spent \$1.6 billion on Jaguar. “So, they needed a plan to quickly turn around Aston Martin, for Aston Martin’s sake, but they also needed it to be convincing for the shareholders in Ford that, actually, Jaguar wasn’t going to be a burden and that they could make a success of it. “Because they were preparing the



Wilson was at the heart of Jaguar

company for some kind of a sale – that’s why I’m going back to what Jon Egan was probably thinking, in that we’re going to prepare this for sale – TWR had developed a concept vehicle on the XJ-S, which was going to be a more modern looking car on the XJ-S platform.” That design was the start of the Aston Martin DB7. Ian Callum, then at TWR design but supporting Jaguar Sport, had styled it, but Walter Hayes, then-president of Ford Europe, came in and had “a review of it and liked what he saw,” says Wilson. “At the time we thought it could have been a Jaguar Sport project for Jaguar, but it was Hayes decided that it was better to be an Aston Martin. So, it was the start of giving confidence to everybody that Aston Martin could have a future.” While that episode gestated, the Group C programmes was run as a separate division, but Jaguar Sport did actually do “a bit of support for them,” Wilson recalls. Kiwi engineer, Alan Scott, ran the TWR engine strand of the group developing engines for the Group A and Group C programme. Again, this was on the famed Kidlington industrial estate where several bijou units were where the magic was made. “Unit one was the engine shop, then there was another unit, 12, which the race team. Then Unit 17 was where I was housed with Jaguar Sport,” remembers Wilson. “At that time, it was all driven by Tom, and by TWR, and he was coming in and saying, ‘I can do this for you.’” Wilson’s standout memory was the fabled Jaguar XJR-14 and in particular its showing at Silverstone in May 1991 when, remembers Wilson, “it went down three laps and ended up finishing third after a mega drive from Martin Brundle.” “That thing was like a spaceship. The grip was unbelievable, and I remember Ross Brawn working some magic on that one, it was an unbelievable car.” For Wilson, the memories of that period are vivid. His career went on to include a return to his homeland and Holden once again for seven years between 2005 and 2012 as managing director of the Holden Racing Team. But it was his experience at Jaguar first time around that formed his impression of international racing, which had a direct rub off for his racing ambitions. “When I landed in the UK a couple of weeks after Le Mans in 1988 and I went into the office and saw the morale and the

“The XJR-14 was just like a spaceship”

Craig Wilson

motivation I just thought ‘how bloody good is this’,” he says. “I was only young, so this was amazing, with the sort of kudos that winning Le Mans brought to Jaguar. “No-one could believe it that Jaguar could go and win Le Mans like that when you’ve got the Porsches and Mercedes dominating things.” This success preceded a dynamic time for Jaguar that included the headline-hitting purchase of it by Ford in the early months of 1990, that had an impact on the fortunes of another classic British marque. “What we were doing was very pivotal because a lot of Jaguar Sport stuff was happening but then there was also the start of that Aston Martin project as well. “This road car project, which consumed more of me, was the XJR-15, which came under my remit as well, so we did those cars and we had the one-make series for them, which was memorable to say the least. “Yet again that was all part of building the foundation for the Jaguar. “Although Tom clearly saw it as a great business opportunity as well to build those things and flog them for half a million pounds each or whatever it was. “There was a synergy with Jon Egan because a lot of the funding was being taken care of, that TWR were sort of facilitating it. Silk Cut were obviously a big part of that, Castrol as well, although there was this partnership with Castrol and Jaguar anyway. “It was almost like, ‘I can bring this to you and deliver this’ and Jon Egan saw the Group A programme as well was so successful. “So, he must have thought ‘if you can do that, then in Group C how mega could this be?’”

Winning at Le Mans and winning in the US with the IMSA program was a huge part of Jaguar and Walkinshaw’s plans to make the classic British marque cool again. It paid off in spades. “I’m convinced he saw it as a big marketing plan to help build the brand, build the value with, pardon the expression, a bit of a soufflé on top of what was the underlying base company – the old products, old equipment, old factories,” reckons Wilson. “They built it to sell it which is what happened. It was \$1.6 billion at the time which was mega for Jaguar, and there was a bidding war too. General Motors and Ford were both bidding to buy Jaguar, they were both active. “I would say, look at Ferrari, look at what Aston Martin are trying to do today. It’s a bit of a recipe for success, combining sports products. “On the assumption that the racing programme is successful and on the assumption that the sports programme is too, creating the sports derivatives [of the road cars] – given the lead time to do that – is still a lot faster than developing a whole new product. “If you have a successful racing programme it helps. The win on Sunday, sell on Monday sort of thing and boy, did it work.”



The Jaguar XJR-6 made its sportscar debut in Canada in 1985

One-make fun that made the boss wince

The 1991 Jaguar Sport Intercontinental Challenge has gone down in racing legend as one of the most memorable and wayward one-make series ever assembled. It had something of the punk rock about it, a self-starting noisy do-it-yourself blast that blazed bright for a summer before inevitably burning itself out. Owners, one of whom was very much not punk, in the shape of pop-fluff magnate, Matt Aitken, shelled out close to US\$1m for the cars. Most XJR-15 owners who fancied running themselves soon changed their minds when they felt the power of the six-litre V12 brutes that according to most who drove the things were minimum grip and maximum oversteer mobiles. “It was a mega project with an unbelievable design and the race programme had its memorable moments to say the least,” recalls Craig Wilson. “It was basically a war zone at each race and Tom was very quiet during those races as he wondered what was going to come back and what shape they were going to be in. “The cars were a handful on track but that was down to the tyres mostly.” This was because Walkinshaw had signed off a deal with Bridgestone, who had not come up with a rear tyre mould and instead had to use rears

modelled on Ferrari F40 rubber. Inevitably these soon became what racer Ian Flux described as “cottage cheese” and there was multiple incidents at the first round in Monaco. The preparation and maintenance by Jaguar Sport was included in the price of the cars. The grand prize for the winners of the first two rounds, at Monaco and Silverstone, was a Jaguar XJR-S road car, while at the Spa finale there was a US\$1m winner-takes-all purse to fight for. And boy did they fight. Shunts and bent Kevlar abounded, with John Nielsen memorably pinballing one off the barriers at Tabac, Monaco, and then Armin Hahne destroying his car against the wall at the Swimming Pool. The antics also included Monaco victor Derek Warwick swiping the pitboard from a mechanic’s hand as he crossed the start and finish line at Spa. But perhaps the most delicious was Ian Flux jousting for the lead at Silverstone with Bob Wollek and Juan Manuel Fangio II, and beginning to daydream about the handover of the road-going XJR-15 he would win. “Tom could be a bit of a grump and I thought how brilliant it would be to win and take a car off him,” said Flux. “So, I thought right, if I win this thing, how fantastic it would be to order one in pink. That would really piss Tom off.”



Ian Flux was one of those to try and tame the Jaguar XJR-15



Jag was already celebrating Le Mans success when Wilson joined

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Ferrari star wants hard work to stem Red Bull after Max's Miami dice
LECLERC: WE HAVE TO PUSH TO REIN IN VERSTAPPEN'S PACE



Verstappen eclipsed the pole-winning Ferrari



Leclerc knows tweaks are needed

By Matt James

Ferrari's World championship leader Charles Leclerc has urged his Italian team to push through car tweaks after being defeated by Max Verstappen's Red Bull in the maiden Miami Grand Prix last weekend. Although Leclerc qualified on pole position for the Scuderia, World champion Verstappen grabbed the advantage during the first stint and was uncatchable thereafter. The gap between Leclerc and Verstappen at the top of the F1 points table has closed to just 19. After being defeated in Florida, Leclerc said: "We need to keep pushing. Upgrades will be very important throughout the year. And I hope now that we can do a step up from the next race onwards. But it's been tight since the beginning of the season." The first race at the Miami International Autodrome drew widespread praise, although some drivers have asked for track tweaks following a spate of practice and qualifying crashes. **Full report, page four**

Max: Miami win



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JAGUAR SPECIAL

Photos: Motorsport Images



WHY LE MANS STIRRED JAGUAR INTO RACE-WINNING ACTION

The French classic became a playground for the Coventry firm in the 1950s. By David Addision

If motor racing is a niche sport today, so it assuredly was in the 1950s. Much – indeed most – of it took place with most of the population in ignorance of results, save for one key race: Le Mans.

Jag head William Lyons held the belief that there was really only one sportscar race worth winning and that was Le Mans. That race certainly did attract attention and was guaranteed to boost sales of road cars.

Jaguar first appeared at Le Mans in 1950 with a trio of XK120s, the most impressive of which was that of Leslie Johnson/Bert Hadley that was second by half-distance. But they relied on the gearbox slowing down the car and that, in turn, put so much strain on the clutch that the centre pulled out. The other two cars finished 12th and 15th, largely through reliability.

That autumn, Jaguar's design team set to work on the XK120C, usually referred to as the C-type, with the main aims being to reduce weight and to improve handling at high speeds and braking.

The chassis was a welded, multi-tubular structure and the designers created a new rear suspension with a rigid axle suspended on a single transverse torsion bar, but the really clever bit was the engine. It was a six-cylinder 3442cc unit that had twin overhead camshafts driven from the nose of the crankshaft by a two-stage duplex chain. The crankshaft ran in seven main bearings.

The C-types had their debut at Le Mans in 1951 after limited time for



The D-type took its first win in the infamous 1955 Le Mans 24 Hours



Jag prepares for the 1951 Le Mans, with the winning car on the right

development. Two cars retired with broken oil pipes which in turn caused a loss of oil pressure but the Peter Walker/Peter Whitehead car battled clear of the challenge from the 4.5-litre Talbots to score the win, Jaguar's first at Le Mans.

The C-type continued to be successful in scores of other sportscar races, with Stirling Moss also testing a disc-braked version of the car with which he shared with Norman Dewis in the Mille Miglia. A leaking fuel tank and tyre dramas aside, they were third after the event passed through Rome but Moss went off the road, damaged the steering and had to retire. After the Mille Miglia, Moss telegraphed Lyons to say: "We must have more speed for Le Mans."

That triggered a late decision to build new noses and tails for the cars, lower and more aerodynamic. Sadly, they weren't a success as the cars overheated and retired. Lap times proved that the C-types were quicker than the winning Mercedes

300SLs, but not as reliable. It was a win that went begging.

Later in 1952, Jaguar tackled the Goodwood Nine Hours but eventually all hit dramas. Moss, with Peter Walker, was the best-placed in fifth.

For 1953, there was the first World Sports Car Championship in which Jaguar did well, not as a factory squad, but through private owners, and produced three lightweight cars for Le Mans. It resulted in a 1-2 finish as the Coventry cars dominated the results, Tony Rolt/Duncan Hamilton winning from Moss/Walker after fuel-feed problems delayed them.

Already, though, Jaguar had an eye on the future, and that would be the radical-looking D-type.

In many ways the car was very advanced with attention paid to the rigidity of the car through a stressed magnesium-alloy monocoque for example, and the car ran Dunlop's new disc brake system which



Stirling Moss was a C-type fan



Bueb/Flockhart won in 1957

was part of a pioneer programme run by Jaguar and the tyre manufacturer. The engine remained as the 3442cc unit from the C-type but was strengthened and inclined at 8.5 degrees to the left to allow room for the long inlet trumpets of three Weber 45DCO3 twin-choke carburettors.

The D-type went to Le Mans in 1954 with only Ferrari as the real opposition. It was Coventry ingenuity against Maranello's power, but Moss and Walker led away before an engine misfire delayed them and when Moss found himself heading up the Mulsanne escape road without brakes, the car was retired. The Peter Whitehead/Ken Wharton car also retired, thanks to a rough-sounding engine. That left the sole Jaguar of Rolt and Hamilton taking on Froilan Gonzalez/Maurice Trintignant in the Ferrari, but the Jaguar lost time in Sunday's intermittent rain after Rolt tripped over a slow Talbot and needed the wing to be whacked back into shape. But when the Ferrari refused to

fire up after its last pitstop, the Jaguar was back in the hunt. Hamilton chased the Ferrari, which officials believed had broken pitstop regulations, but the Jaguar missed out by around a minute and a half. Officials asked if Jaguar wished to protest Ferrari but the decision was passed to Lyons. "No," was the answer. "If we can't win the race on the road, we don't win it at all."

D-types continued to race, successfully, before the '55 Le Mans rolled around, in which time a production car was announced at the Earl's Court Motor Show, with a price tag of £2585, with the tail fin as an option.

For Le Mans, the cars had a new tubular structure at the front, with a detachable round-tube frame in front of it to carry oil and water radiators and to act as a pivot for the bonnet and wings, now one piece of bodywork. Bottom-end performance was sacrificed for power higher up the rev range, while attention was paid to the aerodynamics of the car as well after tests at RAF Farnborough.

Initially, Eugenio Castelotti's Ferrari led the race but when that faded early on, the race became a battle between Mercedes and Jaguar. Until, of course, the events of 1827hrs when Pierre Levegh's Mercedes hit Lance Macklin's Austin Healey 100S and cartwheeled into the crowd.

When Mercedes decided to withdraw from the race at 0145hrs on Sunday, the best-placed Jaguar was two laps down, but suddenly the race became a D-type benefit. Mike Hawthorn and Ivor Bueb ticked off the laps to win, Hawthorn facing criticism for his part in the accident. Hawthorn was out of luck the following year after lengthy delayed cost his car 26 laps, but the Ecurie Ecosse D-type of Ninian Sanderson/Ron Flockhart took the win.

Although the factory withdrew after that race, Ecurie Ecosse kept the successes coming with another win in 1957 for Bueb/Flockhart heading a 1-2 from team-mates Jock Lawrence/Sanderson, but by 1958 the successes stopped coming as the three-litre version of the engine, that the regulations dictated the cars run, was unreliable.

The E-type, and more success, was on its way... ■

"We must have more speed for the Le Mans 24 Hours..."

Stirling Moss

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JAGUAR SPECIAL

Photos: Motorsport Images



Jaguar is at the forefront of the Formula E series

HOW FORMULA E HAS BOLSTERED JAGUAR'S RACING IMAGE

Sam Smith looks at how the famous motoring marque is writing a new history



Jaguar joined all-electric championship in the 2016-2017 season

The present-day story of Jaguar's sparky racing story in Formula E dates back to 2014 when an internal desire for the brand to embark on an international racing programme surfaced.

It all happened to coincide with the appointment of a new head of brand partnerships called James Barclay.

He arrived from a similar position at Bentley and had himself a deep passion for racing that led him to compete in the late 1990s and early 2000s in the Lotus Elise and Vauxhall Vectra one-make series.

That enthusiasm transferred over to scoping out Jaguar's next racing move, the first international flavoured one since the troubled Formula 1 venture between 2000 and 2004.

He was selected to run with a baton that had been moulded by former BMW and Porsche exec Gerd Mauser and Williams Advanced Engineering CEO, Craig Wilson in 2015, who should be considered the genesis lynchpins of bringing the 'Big Cat' back to the tracks.

They persuaded the Jaguar board to throw its lot in with Formula E via a licence grab from the troubled franchise that was run into the ground by former F1 driver, Jarno Trulli.

That's when the hard work began, but behind the plans was an internal desire to just get back to racing after over a

decade of inaction after the bruising Jaguar F1 episode.

The return to racing though "had to be for the right reasons" according to the now-managing director of Jaguar Land Rover Motorsport, and team principal of Jaguar TCS Racing Formula E Team, Barclay.

"I went to the first launch of Formula E in Donington. I was sat in the crowd there quietly just observing and we said, 'let's see how the first season played out,'" he recalls.

"What we saw start to emerge was some potential options for us in racing, Formula E now on the table as one of those potentials, and as we evaluated that opportunity, it became clear that for Jaguar it was relevant.

"If you look at the elements of what we wanted to do for the Jaguar brand, which was having ideally a 'world platform', and something which was only going to get stronger, it meant we would be at the forefront would be leading rather than following."

"Jaguar wants to lead, not follow"

James Barclay



Jaguar's last foray into Formula 1 in the 2000s is best forgotten...

Jaguar also loved the ingredients of Formula E racing in around and city centres and bringing the action to new fans.

But at the heart of it all was the fact that it was electric powertrains in the first ever all-electric World championship. Jaguar therefore become the first full-on factory manufacturer to make the leap into the nascent series for the 2016-17 season in conjunction with chief technical partner, Williams Advanced Engineering.

"Leading rather than following into an all-electric racing category at that point in time, we knew that the world was going to change quicker than probably anyone had realised at that point," says Barclay.

"In one of the first public speeches I said that 'in the next five years, you will see more change we've seen in the last 20 in the automotive industry.' That's actually, to some degree, played out, or [at least] we've really seen that become the case.

Many manufacturers twigged early and knew that electrification was the

future. The Paris Climate Change Convention occurred in 2015, which really started to cement the way forward from a regulatory standpoint, such as the 2030 UK date for stopping production of combustion engine vehicles.

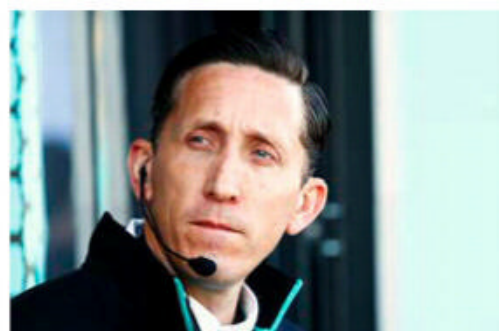
"At a commercial level, and at the promotional level, that's why it absolutely still makes sense of for us [to be in] the right place and the future we really think is exciting with the agreements that exist," says Barclay.

"We've got to nurture that, we got to look after it well and we have to make sure it all happens to achieve our success, we recognise that in not just in the team but in the championship as a whole. That's why we're a very engaged stakeholder in that."

Race to road is, according to Barclay, "a fundamental part of the reason we're in it [Formula E]."

He adds: "We do talk about it, and we do really mean it. We are working really closely in terms of the technologies that we're racing with, the learnings that are coming off the back of that for our future road cars.

"I'll use one example, if you look at materials like Silicon Carbide, which we first started racing with in Formula E, at the time we first started using it in the production world, and that was a technology which was very much in the early phase and on the horizon, but not a necessarily huge amount of data was around to show what it would mean for the efficiency of electric vehicles." ■



Barclay has a clear future vision

Could Jaguar return to Le Mans soon?

Jaguar will become a full electric car brand by 2025, and the first all-electric Land Rover is due in 2024.

This strategy makes Jaguar the biggest legacy OEM to commit to electric cars, following similar announcements from the BMW Group-owned Rolls-Royce and Volkswagen Group-owned Bentley.

A restructuring of Jaguar's sporting framework came in 2021 and Jaguar Land Rover Motorsport was introduced that according to racing boss James Barclay "moved the race team from the commercial area of the business into the centre of the business.

"We see racing as having three key strands. Yes, it's about promoting the brand and the Jaguar shift to electrification and promoting electrification as a whole and the benefits from a sustainability point of view.

"Then there is the corporate point of view which is really around our 'reimagine sustainability' strategy as we go forward. But then really importantly is the tech transfer."

That now sits centrally in the JLR business rather than just in a commercial areas and as Barclay says is essentially there "because the marketing side of the business takes benefit, the corporate side of the business takes benefit and importantly the engineering side of the business takes the benefit from racing and we structure the team accordingly to make sure all our motorsport activities and Formula E, the heart of it right now, we're set up for the future that way."

Could the new-look Jaguar Land Rover Motorsport structure excavate a return to Le Mans in the near future? It's a question all British fans will be itching to ask.

Jaguar's history at Le Mans runs deep. Wins in 1951, 1953, 1955-1957, 1988 and 1990 are part of the legend of the endurance classic. Barclay says he is "comfortable in this context, to say that if the right opportunity came up in the right category" Jaguar would consider it.

"There could be things that are in early gestation, which we may want to be part of and consider, and that could be complementary to what we're doing here," he adds.

"So that's important that we are stakeholders at the table for those future developments."

WRC REPORT: RALLY PORTUGAL



Rovanpera extended his WRC points advantage



Welshman Evans was toppled

Kalle Rovanperä and Toyota emerged from a contentious Rally Portugal with their third successive victory in this year's World Rally Championship. The series chose to celebrate its 50th anniversary season at one of its most historic events, but for all bar Toyota it was a weekend to forget.

Before the start, Hyundai's leading contender in this year's title race, second-placed Thierry Neuville, reckoned that he and Rovanperä would lose so much time running first and second on the road through the opening day that victory, or even reaching the podium, was unlikely.

Despite this pessimism Neuville, always the man to beat on asphalt in a gravel car, won the opening spectator stage to claim the overnight lead.

On Friday morning however, the Belgian's prophecy seemed to be coming true with points leader Rovanperä, first on the road, plummeting to 10th overall with Neuville fourth as into the lead stormed

RESULTS

World Rally Championship round 4/13

Event: Rally Portugal Where: Matosinhos When: May 19-22

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Kalle Rovanperä/Jonne Halttunen	Toyota Yaris GR Rally1	3h33m 19.2s
2	Elfyn Evans/Scott Martin	Toyota Yaris GR Rally1	+15.2s
3	Dani Sordo/Candido Carrera	Hyundai i20 N Rally1	+2m17.3s
4	Takamoto Katsuta/Aaron Johnston	Toyota Yaris GR Rally1	+2m19.4s
5	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 N Rally1	+2m37.8s
6	Ott Tänak/Martin Jarveoja	Hyundai i20 N Rally1	+4m45.7s
7	Pierre-Louis Loubet/Vincent Landais	Ford Puma Rally1	+5m52.1s
8	Craig Breen/Paul Nagle	Ford Puma Rally1	+7m03.4s
9	Adrien Fourmaux/Alexandre Coria	Ford Puma Rally1	+9m09.6s
10	Yohan Rossel/Valentin Sarreaud	Citroen C3 Rally2	+13m48.9s

WRC2: Rossel/Sarreaud; JWRC: Sami Jajari/Enni Mäkelä (Ford Fiesta Rally3) Championship Positions: 1 Rovanperä 106; 2 Neuville 60; 3 Katsuta 38; 4 Tänak 37; 5 Evans 36; 6 Breen 34; 7 Sebastian Loeb 27 etc Next Rally: Sardinia, June 2-5

Britain's Elfyn Evans.

The Toyota ace sat a hugely advantageous ninth on the startlist – albeit the unwanted bonus resulting from what has been a nightmare start to his season. The Welsh star looked comfortable until SS4, when tyre management overtook road position as the defining factor and nine-time WRC champion Sebastien Loeb pounced for M-Sport.

With only eight soft tyres per car for the whole event, and the daily threat of morning chills and afternoon rain putting their use at a premium, Loeb's ability to read the road proved crucial.

Worryingly for M-Sport, this was only the second stage win recorded by the team since Loeb's fairytale victory in Monte Carlo four months earlier but the Cumbrian team builds gravel cars like no other and all looked well.

This time around, however, there was to be no fairytale for the pack of purple Ford Pumas – which numbered five in Portugal, with Loeb and Pierre-Louis Loubet both starting their second events of the year alongside regulars Craig Breen, Gus Greensmith and Adrien Fourmaux.

After a brief tyre service, Loeb got about 200 yards into SS5 before his ability to read the road evaporated. Smiting a wall on the outside of the opening corner, he was out on the spot with Evans back in front of Neuville and, in a remarkable fourth place, Rovanperä.

In third place lay the WRC's other returning superstar, Sebastien Ogier. The Frenchman was pedalling his Toyota cautiously and expressed concern over the longevity of his tyres. Such fears would soon be realised.

In fact, Rally Portugal descended into tyre-mageddon as the Pirelli rubber began to disintegrate in both the main class and in WRC2 (see sidebar).

Fourmaux was the first to suffer a blowout on SS5, followed by Breen and Ogier in SS6, which promoted Loubet to fourth behind Evans, Neuville and Rovanperä.

With only one spare apiece, both of the delayed Ford drivers were then forced to tiptoe through to the end of the day, dropping still more time.

On SS7 it was Hyundai's luckless Ott Tänak whose tyre let go, continuing the miserable form that has dogged him since



The Finn (right) took his third victory of the season and third in a row

joining the team in 2020. Ogier meanwhile suffered his second puncture in as many stages.

Another SS7 puncture afflicted Greensmith, who lost another tyre on the day-ending superspecial. "F***king I don't know – how do you puncture on a superspecial without touching anything?" he demanded.

Ogier could tell him.

In fact, the statistics alone could tell him. Whether on asphalt or gravel, the integrity of Pirelli's product has been a bone of contention ever since the Italians were awarded the sole supply contract at the start of 2021.

Unlike in Formula 1, where Pirelli has found itself at the centre of a storm after similar performance, most WRC teams have fought shy of overt criticism, preferring to drop breadcrumbs into their comments to hint at a universal sense of unease.

"It's not something I'm saying as a negative, but it's not great that we've had so many punctures with no real reasons," said M-Sport boss Rich Millener last time out in Croatia. "We've lost two cars from it."

Only Ogier, from his lofty perch as the greatest driver of the last decade, has dared to rock the boat with the FIA, WRC Promoter and Pirelli. He has done so consistently, eloquently and with facts to back him up since the start of last season.

In Portugal, the eight-time champion was livid. "It's rough and we drive Pirelli. So, good combination," he said, dripping with sarcasm.

Friday's double puncture left Ogier an irrelevant 51st overall at the finish, when he said: "Two times we are coming this year [to compete in the WRC]... we lost the win in Monte with a puncture and we have here two punctures which put us out



Unthinkable: An error from Ogier



Sebastien Loeb's M-Sport challenge only lasted until the opening moment of stage five before an accident



Thierry Neuville's reaction after battling back to fifth position spoke volumes for his current mindset

of contention.”

Unlike in F1, where there is greater separation between the media and the promoter, the WRC's broadcasters and online media outlets are ignoring the problem entirely. Ogier's outbursts are brushed aside with embarrassment, as though he were goosing the Queen at a Buckingham Palace garden party.

In Portugal of all places, where 32 people were hospitalised and four died in the accident that doomed Group B back in 1986, it seemed an astonishing attitude to take. It is our duty to give voice to such fundamental concerns because, as Walter Rohrl (the most senior of the World champions present for the WRC's 50th anniversary), once put it: “The tree and ditch is not going to disappear.”

Urgent action is needed.

Meanwhile, through a combination of his own bloody-mindedness and the litany of punctures, Neuville lay in second place and well within reach of leader Evans... until a driveshaft failed on the road section before SS8.

Dropping to seventh, the Belgian's frustration was volcanic. It is sobering to

think that he has now been a Hyundai driver for 20% of the WRC's long history, and with the shadows lengthening on his career he faces the bitter prospect of never being crowned champion.

“I cannot do more than what we do and we are always missing the points at the end of the year,” he said, citing 14 technical problems to have afflicted his Hyundais in the 16 events since Monte Carlo last year.

Neuville would fight back to finish fifth, whereupon he sent a very clear message to Hyundai's senior management.

Given his in-depth knowledge of Korean etiquette, where corporate heads can roll if the seating plan for lunch is deemed unsatisfactory, his decision to congratulate Toyota and say nothing whatsoever about Hyundai for public consumption will have hit Seoul like a tsunami.

With Neuville falling back, Evans led throughout much of Saturday's running but, with his road position improved, Rovanner was busily tearing lumps out of the Welshman's advantage.

When asked if he would go all-out to

win, the young Finn said that he would rather secure the points for second place.

In the end, he couldn't help himself: a combination of raw speed and peerless tyre management carried him past Evans on Saturday afternoon, followed up on Sunday with the Powerstage win to land a second consecutive 30-point maximum score this season.

Evans was a safe second and only Hyundai veteran Dani Sordo's bid to prevent a Toyota 1-2-3 provided any remaining spice. Sordo, in his first appearance of the Rally 1 era, finally overcame Toyota protégé Takamoto Katsuta on the Powerstage, although the result's relevance was largely symbolic.

Were it not for a blown Pirelli in Monte Carlo, Toyota would have won every rally of the WRC's hybrid era so far, picking up three points to every two scored by Hyundai and almost twice as many as M-Sport. With events coming thick and fast until August, little respite can be hoped for in Cockermouth or Alzenau.

Meanwhile, Rovanner's talent is now blossoming on all surfaces. Indeed, he's beginning to look like a champion.

Photos: Red Bull Content Pool, mcklein-imagedatabase.com

HEARTBREAK FOR SUNINEN AFTER LAST-MINUTE SHUNT

Returning to WRC competition for the first time in 2022, former M-Sport driver Teemu Suninen got to the last stage of the rally with a minute in hand... and then crashed his Hyundai.

It was a dramatic end to an enticing WRC2 counter, in which points leader and defending class champion Andreas Mikkelsen squared up to a hugely talented entry of 40 Rally2 cars aiming to take his third win from three starts in 2022 with the Toksport Skoda team.

It was Suninen who made the early running, however, building an advantage through Friday's stages until he fell victim to the puncture-thon that was SS7 (see main report). This handed Mikkelsen a comfortable 40-second lead over the recovering Finn, with rising French star Yohan Rossel's Citroen slotting into third.

Behind the top three there was all sorts of activity up and down the order, with Polish perennial Kajetan Kajetanowicz's Skoda threatening the podium positions, Britain's 2019

European champion Chris Ingram battling with Hyundai WRC protégé Oliver Solberg and a rapid climb up the order by Ireland's Josh McErlean.

McErlean's rally ended on Friday with broken steering on his Hyundai – the same fault putting paid to Solberg's hopes a day later. Ingram ploughed on alone, falling away from the lead battle after being beset by punctures.

Among the 15 casualties was none other than leader Mikkelsen, who was distraught to be sidelined by a misfire on Friday evening that handed Suninen a lead that he seemed destined not to lose.

In the end, though, he did and this promoted Rossel to a mildly bewildered victory, his second of the season, from Kajetanowicz with Ingram completing the podium to head the WRC2 Junior rankings.

“It's just shame for [Suninen],” said Rossel, the new points leader. “I think we have a lot of work on the car and on me for Sardinia.”



Mikkelsen inherited the WRC2 win as Suninen slipped up

PAJARI GETS BALL ROLLING

Defending Junior WRC champion Sami Pajari put himself right back into contention for this year's crown after clawing back time lost to an opening-day puncture.

Last year's runner-up, Northern Ireland's Jon Armstrong, was flying on the opening day but his run only lasted until SS6, when broken rear suspension ended his hugely impressive showing.

A similar affliction also accounted for William Creighton on the final day, the MN National Rally Driver of the Year hitting a bank on the legendary Fafe stage with enough vigour to cause terminal damage to his Ford Fiesta Rally3.

In the end Pajari's win was by a

margin of 4m30s from fellow countryman Lauri Joona, who had run Armstrong close early on but then struggled to avoid picking up punctures.

Creighton remains fourth in the standings, 30 points behind new leader Pajari but well clear of Armstrong who had to rely on Powerstage points to take anything away from Portugal.

“It has been really difficult,” said the event winner. “Even now on the last stage, I was not pushing, but there was a small bump that surprised me a bit.”

“OK, we have finished a very tough rally and it looks quite good,” he added.



Pajari has thrust himself back into the points hunt in WRC3

RALLY REPORTS

PLAINS RALLY: BRITISH HISTORIC RALLY CHAMPIONSHIP BY PAUL LAWRENCE

MAY 21

EDWARDS KEEPS UP PERFECT RECORD

The Fiat 131 man once again trounced the Ford Escort Mk2 masses in the classic Welsh forests

Photos: Ben and Paul Lawrence



Second-placed McDaid was thrilled with sorted engine



Edwards had a comfy afternoon

Matt Edwards and Hamish Campbell made it two wins from two starts in this year's British Historic Rally Championship with an exemplary performance in their Fiat 131 on Saturday's Plains Rally.

On fast, dry stages, which became increasingly dusty as the day progressed, Edwards was on it from the start and was never headed as he built a minute lead over the impressive Michael McDaid and Declan Casey, who took their Ford Escort Mk2 up to second place while others faltered or even failed to make the start.

Round three of the BHRC took crews to Bala in North Wales for 10 fast stages in the Aberhirnant and Alwen complexes. But missing from the start list, for a variety of reasons, were drivers such as Matthew Robinson, Ben Friend and Roger Chilman.

The action started in Aberhirnant with an incredibly fast stage where Edwards joined the top-two R5 runners in beating the 3m29s bogey for the four-mile stage. Nick Elliott and Peredur Davies were only one second off the bogey in their Fiat and one second down on them were Henri Grehan and Dan Petrie in their Escort. However that pace was not to last for Elliott as an engine issue

developed and forced them to retire before stage three, leaving Edwards with an even clearer run towards victory.

Across the road in Llangower for SS2 Edwards started to extend his lead. Elliott was three seconds down before his engine cried enough and Grehan was five adrift as an incredible fourth fastest among the historic were Adam Milner and Roy Jarvis in their 1600cc Ford Escort Mk1 Mexico. Milner took full advantage of the twisty flowing nature of Llangower, which contrasted with some of the long fast straights on the other stages.

Grehan matched Edwards in the short fast Alwen South stage but Edwards further extended his advantage in Alwen North and the longer Clocaenog East to arrive back at midday service with a 21s lead over Grehan. Ten seconds down were Robert Gough and Jack Bowen (Escort Mk2) with Irish crew McDaid and Casey coming strong in fourth, before Hugh Hunter and Rob Fagg. Sasha Kakad and Claire Williams were chasing their Wales Motorsport teammates but were destined to go out with an off on the second run of Llangower.

The afternoon comprised a second run through the five stages with Edwards again beating the bogey in Abehirnant

but still taking a profit over everyone else, including Grehan. The Ludlow driver dropped 10s on Edwards after flattening his Escort's exhaust in the morning and struggling for power for the rest of the day.

As the leaders returned to the sunshine of Bala for the finish, Edwards had built his lead to exactly one minute, while McDaid's afternoon charge had pulled him up to a mighty second place after a fine day in the Welsh forests.

"That's been a great day," said McDaid. "We've got the engine sorted but we're still building. This is only our second rally this year."

Edwards acknowledged that it had been a very good day in the office. "That's been less difficult than anything I've ever done in the car," said the reigning BRC champion. "I had the confidence to commit and it was good from the word go."

Grehan was just three seconds down on McDaid and glad to have made it back. "I had to really try and keep it going in the afternoon," he said with the flattened exhaust sapping engine power. A late charge from Hunter brought him up to fourth, just two seconds off Graham after he overhauled Gough on the final stage in Clocaenog East. "Absolutely

fantastic. I loved every minute of it and can't wait to do it again," was how Hunter summed up his day in the Ford Escort Mk2. During the afternoon loop he pulled back 19s on the ailing Grehan to finish just 2s down.

Gough slipped to fifth as just 9s covered second to fifth, while an excellent sixth overall in historic went to Paul Street and Ian Jones in their Escort Mk2 who were only two seconds up on Will Onions and Dave Williams. Milner and Jarvis struggled for pace on the longer straights and had to contend with a broken throttle spring that was making slowing the car down into the corners more of a challenge. But they once again dominated the class and headed many more powerful cars. Richard Jordan and James Gratton-Smith tied on time for Milner in ninth and rounding out the top 10 after a great day out were Chris Skill and Brian Hodgson in their Escort Mk1.

Joining Elliott on the retirement list were Simon Webster/Jez Rogers with a bad vibration in their Escort Mk2 and rapid Irish crew Owen McMackin and Barry Ferris who had a troubled day with a misfire and then bent steering.

RESULTS			
Plains BHRC Rally			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Matt Edwards/Hamish Campbell	Fiat 131	43m38s
2	Michael McDaid/Declan Casey	Ford Escort Mk2	+1m00s
3	Henri Grehan/Dan Petrie	Ford Escort Mk2	+1m03s
4	Hugh Hunter/Rob Fagg	Ford Escort Mk2	+1m05s
5	Robert Gough/Jack Bowen	Ford Escort Mk2	+1m09s
6	Paul Street/Ian Jones	Ford Escort Mk2	+1m38s
7	Will Onions/Dave Williams	Ford Escort Mk2	+1m40s
8	Adam Milner/Roy Jarvis	Ford Escort Mk1	+1m46s
9	Richard Jordan/James Gratton-Smith	Ford Escort Mk2	+1m46s
10	Chris Skill/Brian Hodgson	Ford Escort Mk1	+2m12s

Class winners: B4: Bob Bean/Mike Curry (Ford Lotus Cortina); C1/C2: Milner/Jarvis; C3: Josh Carr/Richard Wardle (Ford Escort Mk1); C4/C5: Skill/Hodgson; D1/D2: David Hopkins/Tony Vart (Talbot Sunbeam); D3: Neal James/Kevin Jones (Ford Escort Mk2); G2: Rudi Lancaster/Guy Weaver (Ford Escort Mk2).



A damaged exhaust didn't stop Grehan's run to third

CLASS ROUND-UP



D2 glory went to an untroubled Hopkins and Vart

Bean takes a dream results on the dusty stages

Another class B4 win went to Bob Bean and Mike Curry in their Lotus Cortina Mk1.

"It ran like a dream," reported veteran Bean after another grand day out. Adam Milner and Roy Jarvis dominated C2 by nearly five minutes while Class C3 for the Mk1 Escort Pintos went to Josh Carr and Richard

Wardle, who had a virtually trouble-free day other than a brief spin in Clocaenog East.

Out from the C3 contest went son-and-father Ben and Steven Smith when their Escort Mk1 sheared a stub axle in the first run through Clocaenog. The three-wheeled car was beached and the stage was

halted as the car was moved.

Class C5 went to Chris Skill and Brian Hodgson against a spirited chase from Jonathan Brace and Jamie Vaughan in a battle of the BDA-powered Escort Mk1s, while David Hopkins and Tony Vart were another crew with a clear run to take class D2 in their 1600cc

Talbot Sunbeam Ti.

Neil James and Kevin Jones topped the D3 division for the Pinto-engined Mk2 Escorts with a fine day in their native forests. "We were a little bit hesitant to start," said James but their pace was good enough to keep them clear of Mike Roberts and Ken Bowman.

RALLY REPORTS

PLAINS RALLY: WELSH RALLY CHAMPIONSHIP BY SIMON GRONOW

MAY 21

HIRST MEASURES HIS PACE FOR BALA VICTORY

Photos: Martin Walsh and Ben Lawrence

Mathew Hirst/Declan Dear continued their run of fine form in Wales as they took a comfortable win on the Plains Rally in their Ford Fiesta R5, this being their third Welsh win of the year.

After beating the bogey on stage one in Aberhirnant, they were fastest or equal fastest on the next two stages before the duo surrendered the lead to David Henderson/Chris Lees, in another Fiesta, after a stage-four puncture. Fastest time through Clocaenong moved Hirst and Dear back into the lead, while rival Dylan Davies retired his Skoda Fabia with a broken track control arm.

Following service, it was a rerun of the morning’s stages and with the top-two crews beating the bogey on SS6. Henderson had pulled back two seconds in Llangower 2 before electrical problems on his Fiesta curtailed his day.

Despite suffering another puncture, Hirst/Dear were able to back off with a healthy lead. “I can’t complain, that will do,” said a delighted Hirst who extends his Welsh Championship points lead. On only his second time in the car, James Giddings had to contend with a day-long misfire, but eventually he and Aled Davies would take the runner-up spot in their Mitsubishi following some quick times in the afternoon.

Close behind for most of the day were Bob Morgan/Ade Williams, but a couple of moments on the final two stages forced them to back off to secure a fine third in their Skoda Fabia R5.

Bob Ceen/Shawn Leyland had to be content with fourth after losing time in their Fiesta on a final-stage hairpin, while Simon Rogers/Mathew Baddeley were pleased with fifth position

in their Mitsubishi Lancer E6.

On his first UK forestry run American visitor Allen Dobasu took sixth with Chris Williams in their Fiesta Rally2, while Boyd Kershaw/Keegan Rees were first two-wheel-drive crew home despite the driver suffering a suspected broken finger. They finished one place ahead of first-time Irish visitors Steven Corey/Conor McGurran who won their class in another Ford Escort.

There was a dominant class win for Mathew Jackson/Sasha Heriot in their Fiesta, while Martin Walters/Marie Fletcher had to replace the alternator belt on their class-winning Honda Civic

The Mini Challenge crews only completed the first five stages. Mick Smith/Paul Michael Stringer took another win in their Mini Cooper, with Gordon Davies/Tina Horsfield finishing in second

ahead of George Clarke/David Vardy who survived a last-stage excursion.

Results
Organiser: Knutsford & District Motor Club Limited **When:** May 21 **Where:** Bala, Wales **Championships:** Welsh Rally Championship; ANWCC Forest Rally Championship; RACRMC Asphalt/Rally 2 Mixed Surface Rally Championship; Mini Challenge 2022 **Stages:** 10 **Starters:** 79. 1 Mathew Hirst/Declan Dear (Ford Fiesta R5) 41m30s; 2 James Giddings/Aled Davies (Mitsubishi Lancer E9) + 1m25s; 3 Bob Morgan/Ade Williams (Skoda Fabia R5); 4 Bob Ceen/Shawn Leyland (Ford Fiesta R5); 5 Simon Rogers/Mathew Baddeley (Mitsubishi Lancer E6); 6 Allen Dobasu/Chris Williams (Ford Fiesta Rally2); 7 Paul Walker/Geraint Thomas (Subaru Impreza) 8 Boyd Kershaw/Keegan Rees (Ford Escort Mk2); 9 Steven Corey/Conor McGurran (Ford Escort Mk2); 10 Richard Ceen/Alun Hayward (Ford Focus WRC). **Class winners:** Hefin Lloyd-Davies/Rich Jones (Vauxhall Corsa); Mathew Jackson/Sasha Heriot (Ford Fiesta); Brynli Thomas/Sion Rowlands (Peugeot 306); Julian Birley/Emyr Hall (Talbot Sunbeam); David Lloyd Roberts/Gerallt Davies (Ford Escort Mk2); Gary Smith/Clive Jones (Ford Escort Mk1); Martin Walters/Marie Fletcher (Honda Civic); Kershaw/Rees; Corey/McGurran; Giddings/Davies; Mick Smith/Paul Michael Stringer (Mini Cooper).



Hirst has taken a trio of Welsh wins

MAIDEN CITY STAGES: NORTHERN IRISH RALLY CHAMPIONSHIP BY JASON CRAIG

MAY 21

Photo: William Neill



Desi Henry held his nerve as the pressure ramped up

LAST-GASP WIN FOR FORD MAN HENRY

A costly overshoot by Cathan McCourt on the final stage of the Maiden City Stages meant Desi Henry’s wait for a first asphalt victory of the 2022 season was ended in dramatic fashion.

They were separated by less than two seconds heading into the 6.27-mile Lowertown stage and it was McCourt who crumbled under the pressure first when he outraked himself at a junction. It was still an impressive performance by McCourt as he managed to recoup most of the time he lost to finish just 2.3s behind Henry in a Citroen C3 Rally2 car he briefly tested before the event.

“That was some race,” said an ecstatic Henry who, just moments beforehand, had conceded defeat.

“This, today, just shows you where rallying is at right now in Ireland and it’s down to the R5 category,” added the Kilrea driver. “You can see that everyone is on a level playing field, so long may it continue.”

Henry led for the opening three tests at the wheel of his Ford Fiesta Rally2 car only to relinquish top spot to McCourt on stage four when he banged the car’s front-left wheel against a rock. He regrouped for the penultimate test to narrow the

deficit from 3.1 to 1.9s to set up the final stage decider.

Irish Tarmac champion Garry Jennings only decided 48 hours before the rally was due to take place that he would go and his decision was rewarded with a podium result alongside Rory Kennedy.

The biggest winner at round three of the Northern Ireland Rally Championship was Derek McGarrity, however. He bagged 28 points to inherit the lead of the competition after Jonny Greer was forced to retire his Citroen C3 Rally2 when contact with a bridge bent a rear control arm.

Results
Organiser: Maiden City Motor Club Ltd **When:** May 21 **Where:** County Londonderry Championship: Northern Ireland Rally Championship **Stages:** 6 **Starters:** 95. 1 Desi Henry/Paddy Robinson (Ford Fiesta Rally2) 38m23.4s; 2 Cathan McCourt/Liam Moynihan (Citroen C3 Rally2) +2.3s; 3 Garry Jennings/Rory Kennedy (Ford Fiesta R5); 4 Joseph McGonigle/Ciaran Ceaney (Ford Fiesta Rally2); 5 Alan Carmichael/Arthur Kierans (Hyundai i20 R5); 6 Damien Tourish/Domhnall McAlaney (Ford Escort Mk2); 7 Derek McGarrity/Graham Henderson (Volkswagen Polo GTI R5); 8 Aaron McLaughlin/Darren Curran (Ford Fiesta R5); 9 Paul Britton/Peter Ward (Subaru Impreza N16); 10 Niall Devine/Peter McIntyre (Mitsubishi Lancer Evo). **Class winners:** Stanley Orr/Michael Gibson (Ford Escort RS1600); Joel Eakin/Sean Doherty (Honda Civic Type R); Philip White/Brian Rowan (Nissan Micra); Ryan Caldwell/Pascal McCarney (Ford Fiesta); Sam Adams/Michael Johnston (Ford Escort Mk2); Jonny Cargo/David McIlroy (Ford Escort Mk2); Tourish/McAlaney; Britton/Ward; Terry Donnelly/Gareth Donnelly (Skoda Fabia S2000); McCourt/Moynihan.

CARLOW STAGES RALLY: IRISH NATIONAL RALLY CHAMPIONSHIP BY MARTIN WALSH

MAY 15



Moffett was uncatchable as he zeroed in on the title

MOFFETT BAGS WIN NUMBER FOUR IN NATIONAL HUNT

Josh Moffett in his Hyundai i20 R5 took his fourth start-to-finish victory in the Motorsport Ireland National Rally Championship with a resounding win on the Carlow Rally to mark the mid-point of the eight-round series.

With his co-driver Keith Moriarty, he finished 1m10.2s ahead of Armagh’s Darren Gass and co-driver Barry McNulty, who edged out Declan Boyle and James O’Reilly (VW Polo GTi R5) on the final stage by 0.8 seconds.

Kevin Eves/Chris Melly (Toyota Corolla) were the top two-wheel-drive crew and in fifth position overall.

On the first of a triple run over two stages Moffett left the opposition trailing and was

30.4s clear at the Tullow service. Second-placed Gass could only admire his rival’s pace as Eves held third albeit a fraction ahead of Robert Barrable, who made a late switch to a Ford Fiesta Rally2. Boyle, second initially, dropped to fifth with a spin.

Extending his lead margin to 52.2s by SS4, Moffett went on to keep his unbeaten national run intact and has virtually one hand on the national title. Boyle, continuing to build his confidence, moved back into second after the penultimate stage only for Gass to reel him in and snatch runner-up spot along with the bonus point for fastest time on the Powerstage.

Barrable, Eves, Enda O’Brien (VW Polo GTi R5) and Peadar

Hurson (Ford Fiesta WRC) followed, the latter suffered a broken windscreen after he caught up with the ailing and soon-to-retire Fiesta R5 of Tim McNulty, which had been damaged after hitting a chicane bale.

Meanwhile, in the popular Mk2 Challenge, Gary Kiernan led initially only to retire with a broken differential, leaving an untroubled Ed O’Callaghan to claim the spoils.

Results
Organiser: Carlow Motor Club. **When:** May 15. **Where:** Carlow, Co. Carlow **Stages:** 6. **Championships:** Motorsport Ireland National Rally Championship; Midlands East Rally Championship; South-East Stages Rally Championship. **Starters:** 150. 1 Josh Moffett/Keith Moriarty (Hyundai i20 R5) 55m20.9s; 2 Darren Gass/Noel O’Sullivan (Citroen C3 Rally2) +1m10.2s; 3 Declan Boyle/

James O’Reilly (VW Polo GTi R5); 4 Robert Barrable/Paddy Robinson (Ford Fiesta Rally2); 5 Kevin Eves/Chris Melly (Toyota Corolla); 6 Enda O’Brien/John Butler (VW Polo GTi R5); 7 Peadar Hurson/Damien Connolly (Ford Fiesta WRC); 8 Ed O’Callaghan/Kayne Treanor (Ford Escort); 9 Kevin Gallagher/Ryan Moore (Darran T90 GTR); 10 Jason Black/Karl Egan (Toyota Starlet). **Class winners:** Gavin Sheill/Ken Blanche (Ford Fiesta); Casey Jay Coleman/Adam Coffey (Ford Fiesta); Ruairi McGarrity/Martin McGarrity (Citroen DS3 R3); Tomas O’Rourke/Tomas Scallan (Mitsubishi Lancer E9); Barrable/Robinson; Hurson/Connolly; Lloyd Hutchinson/Willie Fitzpatrick (Mini Cooper S); Padraig Gorman/Shane Gorman (Toyota Starlet); Kevin McLaughlin/Aodhan Gallagher (Honda Civic); Terence O’Shaughnessy/Eugene McGrath (Toyota Corolla); Vincent Collins/Jane Collins (Ford Escort); Black/Egan; Eves/Melly; Brian Comiskey/Declan Campbell (Subaru Impreza); Ben McIntyre/Andrew Wedlock (Honda Civic); Ed Colton/Enda Sheils (Hillman Avenger); Malcolm Pedlow/John Henderson (BMW 2002); Adrian Evans/Martin Henry (Ford Escort); Michael Carbin/Dean O’Sullivan (Mitsubishi Lancer E8).

RACING REPORTS

Photos: Steve Jones

CADWELL PARK: MSVR BY STEVE HINDLE

MAY 21-22



Deeth headed the Mini battlers

RACE WINNERS		
Mini Miglia Challenge Race 1: Rupert Deeth (Mini Miglia); Race 2: Jeff Smith (Mini Miglia)	United Formula Ford Races 1 & 2: Morgan Quinn (Van Diemen RF99)	MSVT Trackday Trophy Michael Rawlings/David Zakrzewski (BMW E36)
Mini Se7en Challenge Races 1 & 2: Connor O'Brien (Mini Seven)	Focus Cup Races 1 & 3: Liam McGill (Ford Focus); Race 2: Simon Rudd (Ford Focus)	MSVR Allcomers Race 1: Nick Starkey (Caterham C400); Race 2: Jamie Hayes, Alex Read (Seat Leon)
MSVT Trackday Championship John Lyne (BMW E36)	Saloons & Z Cars Races 1 & 2: Stuart Waite (BMW M3)	



Lyne was patient in his pursuit of MSVR Trackday glory

DEETH STARS AMID FRANTIC MINI RACES

The promise of two grids of Mini racing meant the spectator banks around Cadwell’s Clubhouse were lined in eager anticipation of four kerb-hopping classics last weekend. Nobody left disappointed.

Former British Touring Car Championship racer Jeff Smith was on pole for the first Miglia encounter, his lead lasting mere seconds as Rupert Deeth swept around the outside at Coppice to head the field. Smith fought back but his attack faded as Kane Astin then Aaron Smith joined the fray.

Astin passed cleanly but then both Smiths ended up on the grass, leaving the Mini Se7en

champion Jeff with damage to nurse. When Ben Colburn added to the lead group, battles raged for the remaining podium places and Aaron Smith beat Andrew Jordan’s previous lap record in the process.

As the clock counted down, Deeth headed home but behind, Aaron Smith and Astin exited the final corner together sideways, Smith winning out to take second.

In Sunday’s reversed-grid race Jeff Smith, suspension mended, finished what he’d started the previous day by carving his way to the front and then defending furiously for his first Miglia win.

Both Se7ens races were notable for the speed of Connor

O’Brien (Se7en) and Michael Winkworth (Se7en S), O’Brien comfortably winning both outings and taking Jeff Smith’s previous lap record. In Se7en S, Winkworth not only won twice but outclassed many faster cars to earn an overall race-one podium, despite having to also overcome a 10-second start deficit.

MSVT’s Trackday Trophy (for novice racers) and Trackday Championship (for those with more experience) have steadily risen to become firm favourites, largely due to their inviting formats, simple class structures, and value-for-money track time.

On Saturday, the championship cars took to the

grid for their 45-minute pitstop race. Father and son pairing George and Jack Wright had earlier delivered a commanding qualifying time with the Team Air Supply Golf and immediately set about building a lead. Behind, the Renault Clios of Adrian Pottinger and Jordan Honeybone started a race-long battle that soon invited championship leader John Lyne to join the chase. Aware of the threat, Wright Sr pumped in a couple of fastest laps but emerging from the woods, he snapped onto the grass then limped down the hill towards retirement due to a driveshaft failure.

This left the Clios nose to tail:

Honeybone, lights ablaze, soon had to switch to defence as Lyne probed for a way through. Pottinger saw the opportunity to build a gap but pushed too hard, incurring a five-second penalty for track-limits offences.

Meanwhile the fight for second place raged on. Lyne was fixed to Honeybone’s tail and finally, the Clio’s grip gave way. Lyne passed but Pottinger ahead still had a four-second advantage (with his penalty), so Lyne coasted to the flag. Seconds later however, the timing screen changed, showing Lyne as the winner, with a margin of just 0.034s. The timekeepers confirmed that Pottinger had incurred a second penalty,

demoting the Clio to second spot.

A depleted United Formula Ford grid was given a welcome boost from a trio of Team Dolan entries, allowing Morgan Quinn the perfect opportunity to convert pole position into a brace of wins. Leading every lap of the double-header, Quinn resisted the pursuit of team-mate Ben Cochran and Heritage class racer Matt Rivett, Rivett retiring in race two, making it a 1-2-3 for Dolan with American Gabe Tesch coming home in third.

Liam McGill won two out of the three Focus Cup encounters; his straightline pace noticeably quicker than the majority of the other smoke-spewing diesels.

Photos: Mick Walker

OULTON PARK: ECR/MSVR BY MARCUS PYE

MAY 21

SMITH IS TOP OF THE CHARTS AS EQUIPE GTS PACK HITS THE NORTH AT OULTON

MG Motorsport’s Tom Smith has long been renowned as one of Britain’s finest MGB pedallers. As at Brands Hatch in March, he proved too rapid for Equipe GTS rivals as Equipe Classic Racing headed north to Oulton Park on Saturday.

Smith qualified third, just fractions of a second behind Mark Halstead (TVR Grantura) and Neil Fisher (MGB), but when Halstead’s car failed to get away at the start, and everybody missed him, Tom did not need a second invitation to demonstrate his prowess. Ollie Pratt took over the family Morgan +4 from dad Martin at the stops and rose to third,

behind Fisher.

A TVR, albeit Ford V8 powered, triumphed in Equipe Libre, Jamie Boot grunting his Griffith ahead after building some tyre and brake temperature.

Jack Rawles finished second more than half a minute behind in his spectacularly conducted Austin-Healey 3000, winning the Pre-’63 section. Smith was third overall from Alastair Topley (Elva Courier).

The MGBCV8 championship contenders rumbled into Oulton minus the hitherto unbeaten James Wheeler who was racing a B at Pau. Neil Fowler, Ian Prior and Simon Cripps wrestled their mighty

BGT V8s round out front in the opener. Cripps squeezed ahead, only for an error at Lodge to advantage Fowler and Prior again, and Fowler won. Second time out Fowler won again, twice repelling Prior before his challenger backed off. Jim Bryan (BGT V8) and Andrew Young (C) each beat the other in superb Class C scraps.

There was no stopping Chris Chiles and Chris Chiles Jr in the GT & Sports Car Cup season-opener, run over 90 minutes.

Chiles Sr started their Gary Spencer-prepared AC Cobra impeccably before relaying his son. Aberdonian Jaguar E-type veteran John Clark and protege Gordon Mutch earned second,

a lap down, ahead of David Smithies and North Borneo-born Chris Clarkson in Smithies’ Daytona Cobra clone.

Cheshire’s Crispin Harris won a splendid Austin-Healey 3000 scrap for GT3 honours, beating Doug Muirhead/ Jeremy Welch and James Haxton/Jack Rawles. The red trio, with contrasting hard tops, were split by 21 seconds at the chequer, after the quick Morgan +4 SLR of Simon Orebi Gann/Calum Lockie devoured its rear brakes. TVR Granturas finished 1-2 in GT2, Malcolm Paul/Rick Bourne leading Joe Ward/Chris Conoley home.



Smith kept up the winning habit in the Equipe GTS race

RACE WINNERS	
Equipe GTS Tom Smith (MGB)	MGBCV8 Races 1&2: Neil Fowler (MGB GT V8)
Equipe Libre, Pre-’63, Pre ’50s Jamie Boot (TVR Griffith)	GT & Sports car Cup Chris Chiles/Chris Chiles Jr (AC Cobra)

RACING REPORTS

BRANDS HATCH: MSVR BY BRIAN PHILLIPS MAY 21-22

Photos: Gary Hawkins

MGB MAN NEAVES CRUISES TO A BRACE OF WIN IN BERNIE'S V8 CLASHES AT BRANDS

Fans enjoying a packed MSVR 20-race long circuit programme at Brands Hatch were treated to a version of the traditional Le Mans start before the second of two Bernie's V8 races on Sunday. Competing drivers dashed across the track and boarded their cars lined up along the pitwall, although the race start itself was a conventional one after they formed up behind the safety car. The actual races were less eye-catching, because nobody got close to Ollie Neaves in his MGB GT V8, even with a part-reversed race two grid. Poleman Rob Hollyman (Porsche 911) and Graham Walden's TVR Tuscan scored second places. Two fairly chaotic Radical Challenge Sprint races were won by Noah Degnbol and James Lay, and they preceded a race-three 45-minute pitstopper. In that, Anthony Ayres thought he'd done enough, partly helped by other drivers' success penalties, but a pitstop infringement attracted his own 30-second penalty. Newcomer Cian Shields inherited the win and second-on-the-road Degnbol dropped to fourth with a track-limits penalty. A big Sports 2000 field promised much, but their first race was a farce, providing only five racing laps in 25 minutes because of caution periods and an

early finish. It did enable Josh Law to win for the fourth time in a row in his MCR, but the car then let him down in race two and Michael Gibbins took the win. The 750MC's Locost championship had a 40-plus entry at Brands, combining the original 1300cc cars and their newer and faster 1800cc Mazda-powered variants. Both classes provided hat-trick winners, Ben Powney in the Ma7da 7 ranks and Craig Land in the Locosts. However, all three races showed the crowd fierce rivalry right through the order in both classes. Clubmans sportscars hadn't visited the long circuit for 25 years, and their return helped Cody Tree record a pair of wins in his Phantom, assisted in the first race by the retirement of Alex Champkin's newer version. Champkin took race three while Tree was had mechanical woes this time. The busy weekend programme also featured four largely processional Monoposto races, won by Billy Styles (twice), Ashley Dibden and Tony Bishop, and a 40-minute thrash for almost 40 assorted tin-tops. This was won by Nigel Ainge and Danny Cassar in their shared Honda Integra, Cassar the fastest driver in the field although their joint effort was also helped by other teams' success penalties.



Neaves took a double in Bernie's V8 races

RACE WINNERS

Radical SR1 Cup
Race 1: Daryl de Leon; Race 2: Ben Caisley

Radical Challenge
Race 1: Noah Degnbol (SR3); Race 2: James Lay (SR3); Race 3: Cian Shields (SR3)

Sports 2000 Championship
Race 1: Joshua Law (MCR); Race 2: Michael Gibbins (MCR)

Monoposto Moto 1000, 2000, 1800
Races 1 & 2: Billy Styles (Jedi Mk6/7)

Monoposto F3, Moto 1400, Classic, 1600
Race 1: Ashley Dibden (Dallara F301); Race 2: Tony Bishop (Dallara F307)

Clubmans Sports
Races 1 & 2: Cody Tree

(Phantom P94); Race 3: Alex Champkin (Phantom PR21)

Bernie's V8s/Porsche Trophy
Races 1 & 2: Ollie Neaves (MGB GT V8)

Ma7da 7 Championship/Locost Championship
Races 1, 2 & 3: Ben Powney

Tin Tops & Turbo Tin Tops
Nigel Ainge/Danny Cassar (Honda Integra Type R)



Degnbol (right) took the opening Radical encounter

Photos: Richard Styles

SNETTERTON: BRSCC BY LEWIS BEALES MAY 21-22

HEAD CLAIMS A CATERHAM DOUBLE

It was only James Murphy who stood between Aaron Head and a hat-trick of victories in the Caterham 7 UK Championship as the latter got stronger as the meeting progressed. Once Murphy had hit the front of the opening race his rivals were unable to dislodge him with Head claiming second, from 10th on the grid. Head judged the run into Brundle on the final lap of race two to perfection squeezing by Jake Swann who went on to spin. Head again triumphed in the third encounter with Swann just getting the verdict for second from Chris Moore. In the opening Caterham 270 race a late surge helped Taylor O'Flanagan pip Philip Bianchi to the finish line as seven cars disputed the lead throughout. O'Flanagan made it a double on Sunday having broken the lead train tow.

James Wingfield was able to outrag Caterham 310 leader Pete Walters to the finish line when the latter changed into fifth gear exiting Murrays in error. Walters made no such mistake in race two to steal victory away from Harry George just before the finish line. In Saturday's Caterham Roadsport race, Geoff Newman held off all comers and had a firm grip on the event all the way through, then he made it a double on Sunday. In the Academy races victories went to Thomas McEwing and Ravi Patell. Mikey Doble held off the persistent challenge from Lee Dendy-Sadler for the lead in the first BMW Compact Cup event after the pair had unseated Ian Howes from an early lead. Doble had an easy run in race two to victory and made it a hat-trick after fighting by Dendy-Sadler

despite having to start from eighth while his rival went off from pole. Bradley Lane was unchallenged in the joint Civic/ST/XR Challenge opening race as Michael Blackburn narrowly held sway in the STs. There was then a repeat result in Sunday's opener, but while Lane then won once more in race three this time Chris Grimes triumphed in the STs. The Renault 5 Turbo of David Clark was able to power his way to victory in the opening Track Attack race but he ended race two in a cloud of steam on the back straight allowing Robert Buckland's Clio to claim the honours. Richard and Stuart Bliss held sway in the first of the CityCar race with the former taking the glory from his elder brother but the pair were outfoxed in the second shortened race by Elliot Lettis.



Murphy held off his rivals in taking Caterham Seven victory in race one

RACE WINNERS

Caterham Seven Championship UK
Race 1: James Murphy; Race 2 & 3: Aaron Head

Caterham Seven 270 Championship
Race 1 & 2: Taylor O'Flanagan

Caterham Seven 310 Championship
Race 1: James Wingfield; Race 2: Pete Walters

Caterham Roadsport Championship
Race 1 & 2: Geoff Newman

Caterham Academy White Group: Thomas McEwing; **Green Group:** Ravi Patel

BMW Compact Cup
Race 1, 2 & 3: Mikey Doble

ST-XR Challenge & Civic Challenge
Race 1 & 2: Michael Blackburn (ST) Bradley Lane (Civic); Race 3: Chris Grimes (ST) Lane (Civic)

Track Attack Race Club
Race 1: David Clark

(Renault 5 GT Turbo); Race 2: Robert Buckland (Renault Clio)

CityCar Cup
Race 1: Richard Bliss (Toyota Aygo); Race 2: Elliot Lettis (Peugeot 107)

COLUMNIST

MEGAN GILKES



The 21-year-old Canadian is making the most of her unexpected opportunity in the new GB4 championship

Photos: Jakob Ebrey, Rachel Bourne



Gilkes is loving GB4 chance

Doing the new GB4 championship this year has been fantastic. I'm really enjoying it and I've been really at the sharp end of the grid every weekend; I've had a race win and three fourth-place finishes.

GB4 is not just fantastic from a racing perspective – you would think it was a Formula Ford race with slicks and wings – but in the amount of coverage we get. It's helped me to keep racing in GB4 this year because Quattro Group have been really generously supporting me for the past couple of rounds.

It was a really last-minute decision to be doing GB4 this year. It first was supposed to be only the first round at Snetterton. I got the call up from Richard Ollerenshaw at Hillspeed a couple of days before and he said "are you busy next weekend?"

I'm still doing GB4 on a round-by-round basis. I hope to be able to continue my relationship with Quattro and I'd love to be able to do the full season and hope to be on the grid for the next round this weekend at Donington Park.

I was really pleased to win on GB4's inaugural weekend at Snetterton because I'd had a quite difficult weekend up to that point. It took quite a few laps for the tyres to get up to temperature and in qualifying there was a bit of a scrutineering mix up and I was held in the pitlane for half the session. It meant I didn't even finish getting my tyres up to temperature, so qualified well out of position.

But in the reversed-grid race three I knew that I needed a good start and just get my head down and that's exactly what I did. Once I got out front I drove to my dash and tried to keep my eyes out of my mirrors. I was over the moon to have won.

I also competed in the first season of W Series in 2019. I heard about it first when I got a call telling me about it from my brother Nick, who now races in GB3. I thought I'm still pretty inexperienced, I'd only done Formula Vee and a little bit of F2000. But I thought I'll put in an application, and I got in.

It actually caught me off guard just how experienced and talented these women were. It took me a while to figure out how downforce feels, how a turbo car has to be driven, and I hadn't done very much testing

either. But I managed to work my way up and I got a reversed-grid race win in Assen.

I went into that race thinking if I can lead a lap I'll be pretty happy, and then at the end of the second lap it started to dawn on me 'I can win this'. Two safety cars lost me my cushion and then the drivers behind me were ones that I knew were very good. So I defended like my life depended on it and won by three thousandths of a second. It was a fantastic race for me and one that boosted my confidence no end.

I actually got a dose of food poisoning during the W Series selection event at Almeria and it took me a long time to recover. After the W Series season one doctor actually took my road licence away for a few weeks, they didn't think I was even fit to drive a road car. But I've managed to make a full recovery and it's showing in my driving. I'm strong enough now that I'm able to drive the car as opposed to the car driving me.

I wanted to try and build my driving and my racecraft up after the W Series; in the W Series I didn't do very much overtaking. My 2020 season in the Canadian F1600 series went really well, but then when I came over to the UK to race in the Formula Ford Festival, the Walter Hayes Trophy and the National series the level of competition was just on a different level. You've got not just young talent coming up through Formula Ford but you've got the veterans like Joey Foster and Chris Middlehurst who are so competitive and race so close. It's given me so much more experience and improved my driving no end.

I'm continuing to race in UK Formula Ford this year, with B-M Racing. I'm definitely making big gains and I'm really enjoying learning more and more and keeping improving my driving.



Gilkes quickly tasted GB4 victory



Gilkes is honing her racecraft by also competing in Formula Ford

"GB4 is fantastic and I've been at the sharp end every weekend"

WHAT'S ON

YOUTUBE

This week's Motorsport News pays deserved special tribute to Jaguar. And as you'd expect YouTube has plenty to complement the words with moving pictures. You can watch your favourite Jaguar, the XJR-9, taking its most famous triumph at Le Mans in 1988

in an 85-minute highlights programme. Watching is a real treat as the aggressive #2 Jaguar gets in among the majestic works Porsches that were having their last hurrah. This is all at: youtube.com/watch?v=kf8ZCiwq1mM or via searching for '1988 Le Mans'.

There's also no shortage of footage of your second-favourite Jag, the elegant D-type. But our video pick is from the Goodwood Revival's Lavant Trophy in 2014, wherein only D-types were allowed and a host of them battled for victory. That's at: youtube.com/watch?v=PAXmpofnPCs.

While to appreciate 1991's stunning XJR-14 – third in our readers' poll – there's a 45-minute World Sportscar Championship season review at: youtube.com/watch?v=jbl112glgds. In this issue we also pay special tribute to another of your favourite Jags, the XJ-S tin-top. And thanks to

YouTube we can appreciate it at its absolute best as Tom Walkinshaw puts the growling V12 beast on the ragged edge on a qualifying lap at Bathurst's spectacular Mount Panorama track. This thrilling watch is at: youtube.com/watch?v=M917GWIIIPFY. **Graham Keilloh**



Enjoy Jag's Le Mans

TV GUIDE



Formula 1 will thread through Monaco...

This weekend we have Formula 1's jewel in the crown/absurd anachronism (delete as applicable), the Monaco Grand Prix. And with it we have the usual service of TV coverage. Channel 4 shows its Principality qualifying highlights at 2200hrs-2330hrs on Saturday and its race highlights on Sunday at 1830hrs-2100hrs. Sky Sports F1's weekend preview F1 Show is on Friday at 1710hrs-1810hrs, while for Ted Kravitz's Notebooks his qualifying review is on Saturday at 1735hrs-1805hrs and his race version is 1700hrs-1730hrs on Sunday. Eurosport 2 has action from Saturday's WTCR double header on the spectacular Nurburgring Nordschleife. Race one's qualifying is shown at

0800hrs-0850hrs on Saturday and is followed by the race at 0850hrs-1000hrs. Race two is shown on Sunday at 1000hrs-1100hrs. Then on Tuesday there's a half-hour wrap on Eurosport 1 at 2315hrs-2345hrs. On Monday evening on Premier Sports 1 you can watch an hour of BriSCA action from Aldershot, at 1900hrs-2000hrs, while on Freesports on Sunday morning there's recent Brands Hatch action from the Legends Cars championship, on at 1000hrs-1100hrs. BT Sport 2 meanwhile has a sportscar fix for you this (Thursday) evening with recent action from Imola: European Le Mans Series is on at 2200hrs-2300hrs followed at 2300hrs-2330hrs with some Le Mans Cup. **Graham Keilloh**

LIVE TV

FORMULA 1 MONACO

Practice 1: Friday, 1230hrs-1415hrs, Sky Sports F1; Sky Sports Main Event
Practice 2: Friday, 1545hrs-1710hrs, Sky Sports F1; Sky Sports Main Event
Practice 3: Saturday, 1145hrs-1310hrs, Sky Sports F1; Sky Sports Main Event
Qualifying: Saturday, 1400hrs-1630hrs, Sky Sports F1; 1400hrs-1600hrs, Sky Sports Main Event
Race: Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1; 1230hrs-1600hrs, Sky Sports Main Event

FORMULA 2 MONACO

Practice: Thursday, 1605hrs-1650hrs, Sky Sports F1
Qualifying: Friday, 1035hrs-1125hrs, Sky Sports F1
Sprint race: Saturday, 1635hrs-1735hrs, Sky Sports F1
Feature race: Sunday, 0845hrs-1000hrs, Sky Sports F1

INDYCAR INDIANAPOLIS 500

Practice: Friday, 1600hrs-1800hrs, Sky Sports Action
Practice: Friday, 1810hrs-2010hrs, Sky Sports F1
Race: Sunday, 1545hrs-2100hrs, Sky Sports Action; 1900hrs-2100hrs, Sky Sports F1

BRITISH TOURING CAR CHAMPIONSHIP THRUXTON

Races and supports: Sunday, 1100hrs-1815hrs, ITV4

PORSCHE SUPERCUP MONACO

Race: Sunday, 1105hrs-1145hrs, Sky Sports F1; 1100hrs-1200hrs, Eurosport 2

NASCAR CHARLOTTE

Race: Sunday, 2230hrs-0400hrs, Premier Sports 2

WHAT'S ON

RALLYING FRIDAY-SATURDAY

■ **Jim Clark Rally (Duns)**
Jim Clark Memorial Motor Club (spectators admitted) jimclarkrally.co.uk

SATURDAY

■ **Red Dragon IT Stages (Down Ampney)**
EMCOS (no spectators) emcos.co.uk

SUNDAY

■ **Jim Clark Reivers Rally (Duns)**
Jim Clark Memorial Motor Club (spectators admitted) jimclarkrally.co.uk

RACING SATURDAY

■ **Oulton Park International, Cheshire**
BARC meeting: NW Sports/Saloons, Super Tourers/Pre 2003 Touring Cars, Pre '66 Touring Cars, Pre '83/Pre '93 Touring Cars, Jaguars, Blue Oval Saloons/Classic and Historic Thunder Saloons Starts racing from 1150hrs (qualifying from 0845hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

■ **Kirkistown, N Ireland**
500MRCI meeting: 500MRCI meeting: Road Sports, Ford Fiesta Zetec, FF1600, Saloon/GT, Mazda MX-5 Starts racing from 1300hrs (qualifying from 0900hrs) Admission adult £15 Web kirkistown.com

■ **Croft, N Yorks**
750MC meeting: Club Enduro, Formula Vee, Formula 1000, Alfa Romeo, Toyota MR2, Roadsports, Sports Specials, Armed Forces Starts Saturday, racing from tba (qualifying from 0930hrs) Sunday, racing from 1200hrs) Admission adult £15, under 15 free Web croftcircuit.co.uk Contact 01325 721815

■ **Brands Hatch GP, Kent**
Masters Historic Festival: Historic F1, Endurance Legends, Masters Historic Sports, Gentleman Drivers, Pre 66 Touring Cars, Youngtimer Touring Cars, Equipe GTS, Starts Saturday, racing from 1420hrs (qualifying from 0900hrs) Sunday, racing from 1005hrs Admission adult £25, under 13 free Web msv.com Contact 0344 225 4422

■ **Donington Park GP, Leics**
British GT meeting: British GT, GB3, GB4, TCR UK, Ginetta GT Academy, Modified Ford, CSCC Slicks Starts Saturday, racing from 1435hrs (qualifying from 0910hrs) Sunday, racing from 0910hrs Admission adult £22, under 13 free Web msv.com Contact 0344 225 4422

■ **Snetterton 300, Norfolk**
Ferrari Corsa Clienti: Ferrari Challenge, Ferrari Formula Classic Starts Saturday, racing from 1535hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

■ **Santa Pod, Bedfordshire**
European Drag Racing Championship Starts: Thursday-Sunday 0930hrs, Admission: adults £20 (Thu), £35 (Fri, Sat and Sun); children 5-15 £5 (Thurs-Sun) Web: santapod.co.uk

■ **Bradford, West Yorkshire**
BriSCA F1 Starts: 1700hrs Admission: adult £22, senior £20, children 10-15 £12, child nine and under, free Web: yorstox.co.uk

■ **Lydden Hill, Kent**
BTRDA Rallycross Starts: 0900hrs Admission: adults £8, children under 13 free, camping £5 Web: lyddenhill.co.uk

■ **Gurston Down, Wiltshire**
British Hillclimb Championship Starts: 0900hrs (both days) Admission: adults £15 (both days) Web: gurstondown.org

■ **Thrupton, Hants**
BTCC meeting: BTCC, F4,

Mini Challenge, Ginetta Junior, Porsche Cayman Starts Saturday, racing from 1410hrs (qualifying from 0900hrs) Sunday, racing from 1050hrs Admission adult £36, under 16 free Web thruxtonracing.co.uk

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BTCC meeting: BTCC, F4,

Details correct at time of going to press, but please check with organisers before travelling

THE VOICE OF BRITISH MOTORSPORT



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Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION

Distribution in Great Britain
Marketforce UK Limited,
121-141 Westbourne Terrace, London W2 6JR
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Distribution in Northern Ireland and the
Republic of Ireland
Newsread
Tel: +353 23 886 3850

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Graham Lomax enjoyed a recent outing to Harewood Hill



Monaco woe, from David Harbey



Joe Tanner flameout, from Gary



Richard Salisbury: flying Fiesta pic



Peter Atkins' Alfa Romeo shot

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113860

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113703

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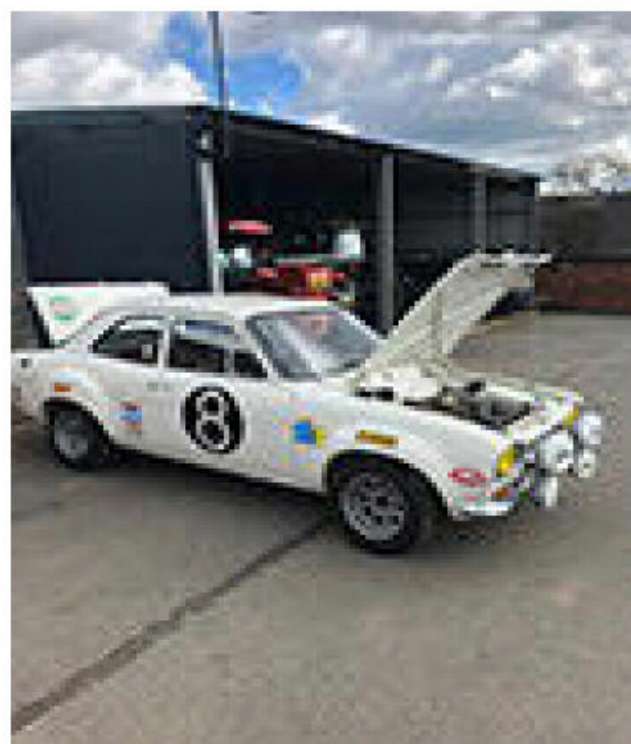
MARCOS COUPE



1983, 1000 miles, £7,000. One previous owner, in primer, original 1970s interior in black, 1970s instruments, Wolfrace wheels. All parts to finish minus engine and box. Please call 07742 522371, South West.

11373

4 FORD ESCORT



1970, 7500 miles, £40,000. Ford Escort Rally car. 1970. 1600 crossflow engine. Rebuilt, absolutely immaculate. More photos on request. 7500 miles since being rebuilt. Please call 07801101645, East Midlands.

113683

PORSCHE 944



1990, 133000 miles, £12,950. 944S2 Cabriolet, Guards red, black interior. Lovely condition, total 3 owners, dotting last one for 29 years. Every document for that period. Serviced at Northway Porsche, always garaged. MOT to February 2023. Spent £3,800 over last 1,500 miles including mega service. Very original. Please call 07711703542, South East.

113902

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113608



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